

COUNTY OF INYO
REPORT TO LEGISLATURE



Report submitted pursuant to Vehicle Code § 38026.1(f)
Senate Bill 402

December 21, 2023

County of Inyo
Public Works Department
P.O. Drawer Q, 168 N. Edwards St.
Independence, California 93526

**COMBINED-USE ROUTES
DESIGNATED PER ASSEMBLY BILL 628 & EXTENDED PER SENATE
BILLS 1345 & 402**

INTRODUCTION

AB 628, creating Vehicle Code section 38026.1, was passed by the Legislature, and signed into Law in 2011, was extended via SB 1345 in 2016, and again in 2019 by SB 402. The bills authorized Inyo County to establish a pilot project and designate specified combined-use highways to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified linkage of trail systems for off-highway motor vehicles. The pilot project will end on January 1, 2025, unless extended by the Legislature. The submittal of this report to the Legislature does not constitute approval to extend the pilot program. Extension of the pilot program is a separate Legislative process.

Vehicle Code section 38026.1(f) requires that no later than January 1, 2024:

“ [t]he County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

- (1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.
- (2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.
- (3) A description of the public comments received at a public hearing held by the county in regard to an evaluation of the pilot project.

A summary of the development of the pilot project follows.

BACKGROUND AND HISTORY

The pilot project application was modeled after the Paiute ATV trail system in southwestern Utah that links several small communities. A goal was to do the same here in Inyo County and to link the communities of Lone Pine, Independence, Big Pine, and Bishop. Ultimately, the intent to link multiple communities was not fully realized, partly due to the land ownership patterns and the prevalence of LADWP land on the valley

floor. These dirt roads on LADWP land are currently legal for use by non-street legal OHVs, however LADWP is unwilling to designate these as formal OHV trails and they had concerns over increased use, the potential proliferation of trails, and possible interruptions to their operations or to their leaseholders. Additionally, they had legitimate liability concerns. Though the goal to link combined use routes to businesses and communities between multiple communities was not achieved, it does allow for linkages from the existing communities to federally managed lands in the foothills and the mountains on both sides of the valley.

On October 12, 2012, the Adventure Trails System of the Eastern Sierra, LLC. (Applicant) submitted 38 separate applications to Inyo County. Each application sought County designation of a combined-use route project permitting Off Highway Vehicles (OHV) to share the road with regular vehicular traffic as allowed by Vehicle Code section 38026.1. Each application was for an individual project, collectively referred to as the ATV Adventure Trails of the Eastern Sierra Project. Each application was filed in accordance with both AB 628 and the Implementing Procedures. Several applications were revised in response to County and public agency comments on June 21, 2013. The application packets requested either the County of Inyo designate proposed combined-use routes measuring up to 10 miles long on certain unincorporated County roads; or the City of Bishop to designate combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Before the Board of Supervisors considered the 38 combined-use applications, the Applicant requested that the Board limit its consideration to just 8 combined-use routes. On January 22, 2015, the Board of Supervisors approved 7 combined-use routes. Of those 7 routes, three were opened in the summer of 2015. The other four were opened in September 2017 after successful negotiations with the Los Angeles Department of Water & Power. The project was extended via SB 1345 in 2016, and again in 2019 by SB 402. Unless extended or signed into law by the State Legislature, the pilot project will sunset on January 1, 2025.

PROJECT SETTING

All of the proposed and designated combined-use routes are on roads which are part of the Inyo County Maintained Mileage System. The designated combined-use routes are focused in the greater Bishop area, Independence and Lone Pine, into adjacent mountain ranges. The land ownership pattern in Owens Valley is very distinctive. The communities are primarily private property though land owned by the Los Angeles Department of Water and Power is interspersed with and adjacent to the communities. Surrounding the communities and in the lower part of the Valley are lands primarily owned by the City of Los Angeles Department of Water and Power. On the alluvial fans are lands owned by the Bureau of Land Management (BLM). BLM lands form a type of “bathtub ring” around the valley. The two exceptions are the southern Inyo Mountains and the Volcanic Tableland north of Bishop. Above the BLM land are properties owned and managed by the Inyo National Forest. A significant portion of Inyo County to the east of the Owens Valley is part of Death Valley National Park. ATVs and non-street legal vehicles are not allowed in any part of Death Valley National Park. The designated combined-use system

was implemented with the cooperation of the BLM, City of Los Angeles Department of Water and Power and the Inyo National Forest.

Several factors have limited these routes to 7. In general, Inyo County does not own the land beneath the roads which are part of the Inyo County Maintained Mileage System. The ownership of the underlying land is typically with the adjoining property owner. A network that truly interconnects and interlinks a combined-use roadway system would require agreements with the City of Los Angeles Department of Water and Power, the BLM, and the Inyo National Forest. There would have to be compliance with the National Environmental Policy Act (NEPA) to obtain an easement on federal lands. Furthermore, opposition to combined-use routes from the Center for Biological Diversity and concerned citizens has limited the scope of the project.

STAKEHOLDER NEGOTIATIONS & LIMITATIONS

The County was limited in its ability to designate combined use routes by the position of the Inyo National Forest and the City of Los Angeles Department of Water and Power. This is described in some depth below.

Inyo National Forest

The Inyo National Forest Service had specific concerns with the project. In particular, the Forest Service was concerned that no right of way agreements or easements had been identified which grant the County authority to maintain the roads on Forest Service lands proposed to be designated as combined use routes. The Forest Service believed that in order for the County to proceed with the portion of the Pilot Project located on USFS land, an agreement between the Forest Service and the County must be in place that clearly describes an easement or right of way for the road that is being used as a part of the Pilot Project. Before the Forest Service could consider entering into such an agreement or granting an easement for the roads, there must be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff's position has been that the roads are part of the County Maintained Mileage System, and that the County has been controlling speeds and maintaining the roads since at least 1948, when the Inyo County Road Register was approved by the Board of Supervisors.

Because no clear jurisdictional agreements have been located for the subject roads the County did not approve any combined-use routes that have a start or an end point on a road that is part of the USFS system.

The County obtained a State Parks Off Highway Motor Vehicle Recreation Division (OHMVRD) grant to fund a portion of the NEPA review for those proposed combined-use routes that travel across USFS land. In 2021, the USFS granted the County easements on two roads near Big Pine, Death Valley Road and County Road.

City of Los Angeles Department of Water and Power (LADWP)

LADWP owns a majority of the land on the Owens Valley floor. LADWP is a utility provider and not necessarily a land manager in the same way as the BLM and Forest Service; however, LADWP is compelled to allow public access to a majority of their land by prior agreements.. During development and early implementation, LADWP had liability and environmental concerns stemming from the potential proliferation of OHV use, because of the designation of combined-use routes. In addition, LADWP was concerned over the ability or lack thereof to enforce trespass laws on its lands. To address this concern, the County passed an ordinance following consultation with LADWP (Inyo County Code, Title 9, VI, Chap. 9.56 DAMAGE FROM OFF HIGHWAY VEHICLES) to facilitate enforcement of off-road vehicle use standards on both Los Angeles-owned land and on lands owned by others. LADWP was also concerned that the potential for increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. After several meetings, the County and LADWP entered into an agreement.

Through these meetings and negotiations with LADWP staff, the County gained permission to use County campgrounds leased from LADWP as combined-use route start points. The County is required to take and submit annually photos from eight specific geographic points for LADWP to monitor OHV impacts on LADWP land (Exhibit G).

LEGISLATION SYNOPSIS

OHV users in Owens Valley are able to ride routes on existing seldom maintained dirt roads that cross LADWP, USFS, and Bureau of Land Management land. With SB 402, the Legislative Counsel's Digest summarized the goal of the legislation as follows:

SB 402, Borgeas. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met.

Existing law, until January 1, 2020, authorizes the County of Inyo to establish a pilot project that would exempt specified combined-use highways in the unincorporated area in the County of Inyo from this prohibition to link together existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified linkage of trail systems for off-highway motor vehicles, as prescribed. Existing law requires the County of Inyo, in consultation with the Department of the

California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project by January 1, 2019, as specified.

This bill would extend the operation of that pilot project until January 1, 2025, and would require the County of Inyo, in consultation with the above-mentioned entities, to submit an additional evaluation report to the Legislature by January 1, 2024.

SB 402 REQUIREMENTS FOR SUBMITTAL OF REPORT TO CALIFORNIA LEGISLATURE

Route Descriptions

The tables below identify each of the designated combined use routes, describes the start and end points, states the portion of Government Code the route was designated under, states the opening date when non-street legal vehicles were able to start using the route, and provides a description of the combined-use route. Maps can be viewed in Exhibit A.

Bishop Area Route		
#	Start & End Point	Opening Date
5	Brown’s Town Store & Campground to Poleta OHV Open area	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
Route Description: Bishop No. 5 combined use segment provides a link between Browns Town Store & Campground and the Poleta Canyon OHV Open Area. The combined-use route starts by traveling west on Schober Lane, turns left or south onto Sunland Drive, turns east onto Warm Springs Road where it crosses US 395, turns left or north onto Eastside Road, and then turns right or east onto Redding Canyon Road, and then turns left into the Bureau of Land Management managed Poleta Canyon OHV Open Area. The total length of this segment is 9.7 miles.		
The segment starts at the Browns Town Campground and travels west then south then east and finally north across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.		

Bishop Area Route		
#	Start & End Point	Opening Date
6	Pleasant Valley Campground to an OHV trail segment on BLM land near Horton Creek Campground	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
Route Description: Bishop No. 6 combined use segment provides a link between an OHV Recreation Area and a dirt road or OHV trail segment on BLM land. The combined-use route starts by traveling south on Pleasant Valley Dam Road and crossing US 395 before turning right or west on South Round Valley Road and		

then turning left or south onto Horton Creek Road before turning left or east on a dirt road or BLM trail segment. The total length of this segment is 6.7miles.

The entire segment travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.

Bishop Area Route		
#	Start & End Point	Opening Date
7	Pleasant Valley Campground to BLM OHV trail segment at the end of Tungsten City Road	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 7 combined use segment provides a link between an OHV Recreation Area and a dirt road or OHV trail segment on BLM land. The combined-use route starts by traveling south on Pleasant Valley Dam Road and crossing US 395 before turning left or east on Sawmill Road and then turning right or south onto Ed Powers Road before turning west on Tungsten City Road until it ends where it meets a dirt road or BLM trail segment. The total length of this segment is 6.4 miles.</p> <p>The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.</p>		

Bishop Area Route		
#	Start & End Point	Opening Date
9	Brown’s Town Store & Campground to an OHV trail segment off of Bir Road on BLM land	September 5, 2017
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 9 combined use segment provides a link between Brown’s Town Store & Campground and a BLM trail segment off of Bir Rd. Bishop No.9 combined use segment provides a link between Browns Town Store & Campground and an OHV trail segment on BLM land off of Bir Road. The combined-use route starts by traveling west on Schober Lane and crossing Sunland Drive before turning left or south on Barlow Lane and then turning right or southwest at an intersection onto Bir Road before accessing a dirt road or BLM trail segment to the left off of Bir Road. The total length of this segment is 3.8 miles.</p> <p>The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628 / SB 1356.</p>		

Bishop Area Route		
#	Start & End Point	Opening Date

15	Britt's Diesel to Poleta OHV Open area	August 5, 2015
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Bishop No. 15 combined use segment provides a link between Britt's Diesel in Laws and the Poleta Canyon OHV Open Area. The combined-use route starts by traveling south on Joe Smith Road, turns left or east onto Silver Canyon Road, turns south onto the Laws – Poleta Road, turns left or east onto Poleta Road, angles right onto Eastside Road, turns left onto Redding Canyon Road, and then turns left into the Bureau of Land Management managed Poleta Canyon OHV Open Area. The total length of this segment is 6.0 miles.</p> <p>The route starts adjacent to an area zoned and designated Industrial and the remainder of the route travels across Open Space land zoned for a 40-acre minimum parcel size and land designated State and Federal Lands and Natural Resources . This route traverses lightly traveled roads that have a speed limit of 55 mph for street-legal vehicles and 35 mph for non-street legal vehicles in compliance with Assembly Bill 628.</p>		

Independence Area Route		
#	Start & End Point	Opening Date
1	Independence Inn to Betty Jumbo Mine Road turn	July 14, 2015
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Independence No. 1 combined use segment provides a link between the Independence Inn in Independence to Inyo National Forest Road number 36E401 (Betty Jumbo Mine Road) located in the Inyo Mountains east of the community of Independence. The combined-use segment starts at the Independence Inn. The segment continues eastward on Park Street to its intersection with Clay Street. At Clay Street, the segment turns south to its intersection with Mazourka Canyon Road. The segment then turns eastward and follows Mazourka Canyon Road to its intersection with road number 36E401. Road number 36E401 starts on Bureau of Land Management land and is open to use by off-highway vehicles (OHVs) and is considered to be an OHV recreational facility. The total length of this segment is 8.5 miles.</p> <p>The route starts at a motel part of the Central Business District and then travels past a mix of residentially zoned properties, industrially zoned properties and Public zoned properties before heading out toward the edge of town past Rural Residential parcels. Off of the map below to the east is one more Rural Residential parcel and then the remainder of property is zoned Open Space and designated Natural Resources or State and Federal Lands.</p>		

Lone Pine Area Route		
#	Start & End Point	Opening Date
1	Boulder Creek RV Park to N. Fork Lubken Ck	July 24, 2015
Route designated provides a link between a necessary service facility and an OHV trail segment		
<p>Route Description: Lone Pine No. 1 combined use segment provides a link between the Boulder Creek RV Park in Lone Pine to a dirt road on Bureau of Land Management land that goes to the mouth of a canyon on the North Fork of Lubkn Creek Canyon. The combined-use segment starts at the Boulder Creek RV Park and travels west across US Highway 395 and up Lubkn Canyon Road to its intersection with Horseshoe Meadows Road. The segment turns south on Horseshoe Meadows Road to the end of the combined-use segment on a BLM road. The BLM road to the North Fork of Lubken Creek is open to use by off-highway vehicles (OHVs) and is considered to be an OHV recreational facility. The total length of this segment is 4.3 miles.</p> <p>The route starts at an RV Park and Store that is zoned Multiple Residential. The route crosses US 395 and passes to the south of the Foothill Trailer Park before continuing up Lubken Canyon Road on land zoned Open Space. The route continues on Open Space land to its end where it is close to land zoned Rural Residential.</p> <p>The route crosses US 395 and has signage specified by Caltrans.</p>		

EVALUATION – OVERALL SAFETY AND EFFECTIVENESS OF THE PILOT PROGRAM

Pilot Program Impact on Traffic Flows & Safety

County Public staff reached out to the following agencies to obtain their input about the safety and efficacy of the Combined Use routes. Their responses are summarized below and included in Exhibit F, Agency Comments

Inyo County Sheriff

Sergeant Smith, who oversees OHV programming in Inyo County, reported no safety concerns regarding the Combined Use routes in Lone Pine, Independence, and Bishop areas. He has heard no reports of complaints or accidents associated with those routes. The majority of the complaints of illegal OHV use are concentrated in southeast Inyo County, primarily on Old Spanish Trail (OST). Side by sides/OHV riders frequently use OST and Hwy 127 to travel from Dumont Dunes to Shoshone. The Sheriff's Department focuses OHV enforcement resources in that area to address those concerns. There are no combined use routes in southeast Inyo County.

California Highway Patrol

Public Works staff met with Commander Hamilton and Sergeant Gentry at the Bishop headquarters. The California Highway Patrol has received many complaints about OHV use on County and City roads that are not designated for combined use. They reported there is generally a shortage of staffing levels to respond to these types of complaints unless a law enforcement officer were already in the vicinity. Responding to violations such as this is challenging due to the tendency of OHVs to move out of the reported area rather quickly. The CHP expressed support for the continuation, even expansion of the program, which would simplify the enforcement for a very limited number of officers. The Sergeant reported that OHV use of non-designated highways is a regular occurrence, and the areas that surround the OHV recreation sites is a "free-for-all." Safety concerns are related to the lower collision withstanding design features of OHV's. The CHP further requested that County staff improve the signage along the designated routes, to include specific enforcement language with the possibility of fines for not complying with the Vehicle Code.

Department of Transportation

Caltrans reviewed all of the reference maps, crossing locations, and route segments that involve the State Highway System (SHS), including a review of the crash data for these locations, which did not report any crashes involving OHVs. Public Information Officers relayed no public concerns, comments, or questions involving OHVs access to the SHS. Caltrans' analysis of the combined use routes did not reveal any safety concerns or disturbances to the SHS related to this pilot project.

Los Angeles Department of Water & Power

The Los Angeles Department of Water & Power (LADWP) as of the date of their letter (July 19, 2023) had not observed any safety, resource or operational problems on its land relating to the pilot project.

Department of Parks & Recreation

The California Department of Parks & Recreation Off-Highway Motor Recreation Division expressed interest in having Inyo County explore the safety of extending the length of the Combined Use routes.

The Bureau of Land Management

The Bureau of Land Management (BLM) law enforcement division has had no reports or concerns of issues as a direct result of the combined use route system to date, and further clarified that “Even if baseline data was collected and analyzed prior to implementation, there is no way to connect usage on BLM public lands back to the combined use route system pilot project. Simply put, traffic counter data can't distinguish between a combined route user prior to, or during the pilot program. Any increase or decrease in the data could be interpreted through a variety of societal changes including cost of goods and services, weather and road conditions, pandemic related user group behavior, and OHV industry loopholes (street legal OHVs) etc. According to our data, the overwhelming majority of our OHV use is street legal passenger vehicles, cars, trucks and vans. Any problems or concerns would be forecasting issues or disturbances that aren't present with the current system. Obviously if the combined system grew and increased overall connectivity, increased visitation and disturbances could have impacts, but for this particular SB402 report, we shouldn't include the forecasting of future development.”

PUBLIC COMMENT SUMMARY

The Inyo County Public Works Department maintains an email address that is a central repository for collecting public and public agency comments and complaints on the combined-use routes. ab628@inyocounty.us. It is located on the Inyo County Local Transportation website <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>.

Throughout the history of the project, County staff have received numerous e-mails and communication regarding safety hazards related to OHV use of highways. Their responses are included in Exhibit E, Public Comments

The comments can be divided into several categories.

1. Concerns about the combined-use routes,
2. Observations and concern over OHV activity that is not related to a specific combined-use route, and

3. Support for the combined-use route system.

The County has received 90 comments via website and email since the previous evaluation report to the California Legislature in January 2019 [December 20, 2018 Legislative Report](#). Of these 90 comments, 5 complaints were directly related to a combined-use route. The nature of the complaints related to Route #'s 5, 7, 9, and 15 and cited excessive speed, driving along the shoulder causing dust pollution, driving on the wrong side of the road, route proliferation along Tungsten City Road, and lack of awareness of the vehicular traffic. One commenter cited full support and expressed a desire to expand the combine-use route options to increase access to amenities and services.

Most of the comments describe illegal OHV use throughout the county regardless of combined use designation. The range of the illegal OHV use cited extends from Horseshoe Meadows Road in southern Inyo County near Lone Pine, to Goodale Rd. near Independence, to the northernmost county roads, such as Pine Creek Road and N. Round Valley Road. However, the majority of the complaints focus on county roads around the outskirts of the City of Bishop. West Line St. (Hwy 168 between Manor Market and the Starlight community) is listed 13 times as an area subject to illegal OHV use. Similarly, East Line Street was listed 15 times as conduit for illegal OHV use between the City of Bishop and Poleta OHV area. South Barlow St. was cited 16 times as a pathway for illegal OHV's. Two complaints cited OHV's driving within the downtown sections of the city, including on Warren St., West Line St. in front of City Hall, Fowler St., and West St. Route proliferation was reported in 2023 on Tungsten City Road (Route# 7) This comment included Google Earth imagery to illustrate the changes over time.

Many comments convey a perception that non-combined use street and roads are frequently used as thoroughfares to OHV routes, and there is a general lack of law enforcement. The consultation with the CHP concurred that enforcement is challenging due to the elusive nature of the activity and the limited number of officers to patrol a large geographic area. There is a strong desire among a handful of county residents to increase public awareness of acceptable vs. non-acceptable routes, and for more robust law enforcement of illegal OHV use.

Off-Highway Vehicle Impact on Non-motorized Recreation

The County has received reports of impacts on non-motorized recreation created by the designated combined-use routes. In most instances it is virtually impossible to directly link the combined use routes to the proliferation of illegal trails. An exception to this may be a report of new trail proliferation along Tungsten City Road. A resident familiar with the area asserts that the increase in OHV impacts associated with combined use has negatively impacted equestrian use here.

Satellite imagery of this area between 2013 and 2023 reveals an increase of OHV routes. NAIP aerial photo imagery from 2016 reveals an extensive existing trail network north of Tungsten City Road. This route No. 7 was opened in 2017. These as well as on the ground photos of reported recent disturbance are included in Exhibit E.

Route Monitoring & Photo Points

Photo Point monitoring occurred from July 2016, October 2016, December 2017, October 2018, December 2019, and September 2022, and October 2023. Photos of 8 locations are included in Exhibit G. The monitor looked for new roads that were being made adjacent to the combined-use routes. Very little obvious evidence of new incursions was observed. An exception was in 2017 at Warm Springs point, where vehicles maneuvered around the standing water and created a new path. Evidence of the disturbance appeared to have dissipated in subsequent years with significant new vegetation growth. The photo monitoring reveals vegetation growth varies greatly between drought and wetter years. The point at Bir and Barlow Roads is difficult to assess due to the varied vantage points of the photographers. This is a popular parking & launching point for OHV's and mountain biking. A full blown road can be seen in 2022, whereas in 2016 and 2017 the location had two tire tracks and what looks like some minimal disturbance amid the vegetation.

County staff monitored the signage along the combined-use routes. Staff coordinated with Road Department staff to make sure that any damaged signage was removed and replaced. It was observed after the wet winters and springs of 2017 and 2023 that plants would grow up and obscure the signage. This was communicated to the Road Department who cleared the edge of the roadway. In 2022, local OHV users reported that several of the route signs in the Bishop area were broken or missing or had been disturbed by right-of-way maintenance practices. Public Works staff inventoried the signs and reported the need for sign replacement to the Road Department staff. New signs were ordered and replaced where needed. Evidence of OHVs driving on the road shoulder was observed in a couple of locations. In 2023, the same staff noticed a lack of carsonite signs in the same area and notified the Road Dept of replacement signage needs.

In 2022, additional signage was placed at Schober and Highway 395 to clearly mark the end of a route. In 2023, in response to the route proliferation reports on Tungsten City Road, the Road Dept. replaced existing carsonite signage with the high visibility white rectangular sign to indicate the termination of a route at Ed Powers Road. Staff assessed Route No. 1 for sign needs in October 2023. Several carsonite reassurance signs were replaced in November along Lubkin Cyn Rd and Horseshoe Meadows Rd due to missing signage.

A previous monitoring report included suggestions to make the signage clearer to the combined-use route user. Public Works Department staff recommended signs that read "street legal only" or a no ATVs symbol (an ATV with a red circle around it) with a line across it to try and discourage ATVs from leaving the designated combined-use routes. As of the date of this report this has not been completed. Public Works staff will work with Road dept staff to add these high visibility decals to the existing "End of Combined Use Route" signs.

Traffic Counts

Traffic count reports were included from December 2015, December 2016, and from 2017-2018 that are included in Exhibit I. The December 2015 count was generated by

Traffic Works, a consulting firm based out of Reno, Nevada. The December 2016 count was generated by Road Department staff using an electronic traffic classifier that measured vehicle length and vehicle speed. This technology did not allow staff to differentiate between street legal motorcycles and ATV/UTVs. For the last traffic count, a video traffic counter was used. Staff had technical difficulties with this medium and eventually finished the count using a camera with a stop motion detector.

Due to the ambiguity in assessing ATV use traffic counts were halted until 2023. The results for the traffic counters generally show that very few ATVs/UTVs (or similar sized vehicles) were driving on the designated combined-use routes. Despite this, the usefulness of the traffic counts to discern trends was limited by the lack of consistency in terms of timing of the counts, locations of the counts, and type(s) of counter used. Future counts should ideally be conducted at the same locations, and at the same time of year. These counts have been typically conducted in the late fall. The counts would capture a better reflection of actual use if conducted during the summer, when OHV activity is at its peak.

Reference Material Available on the Inyo County website

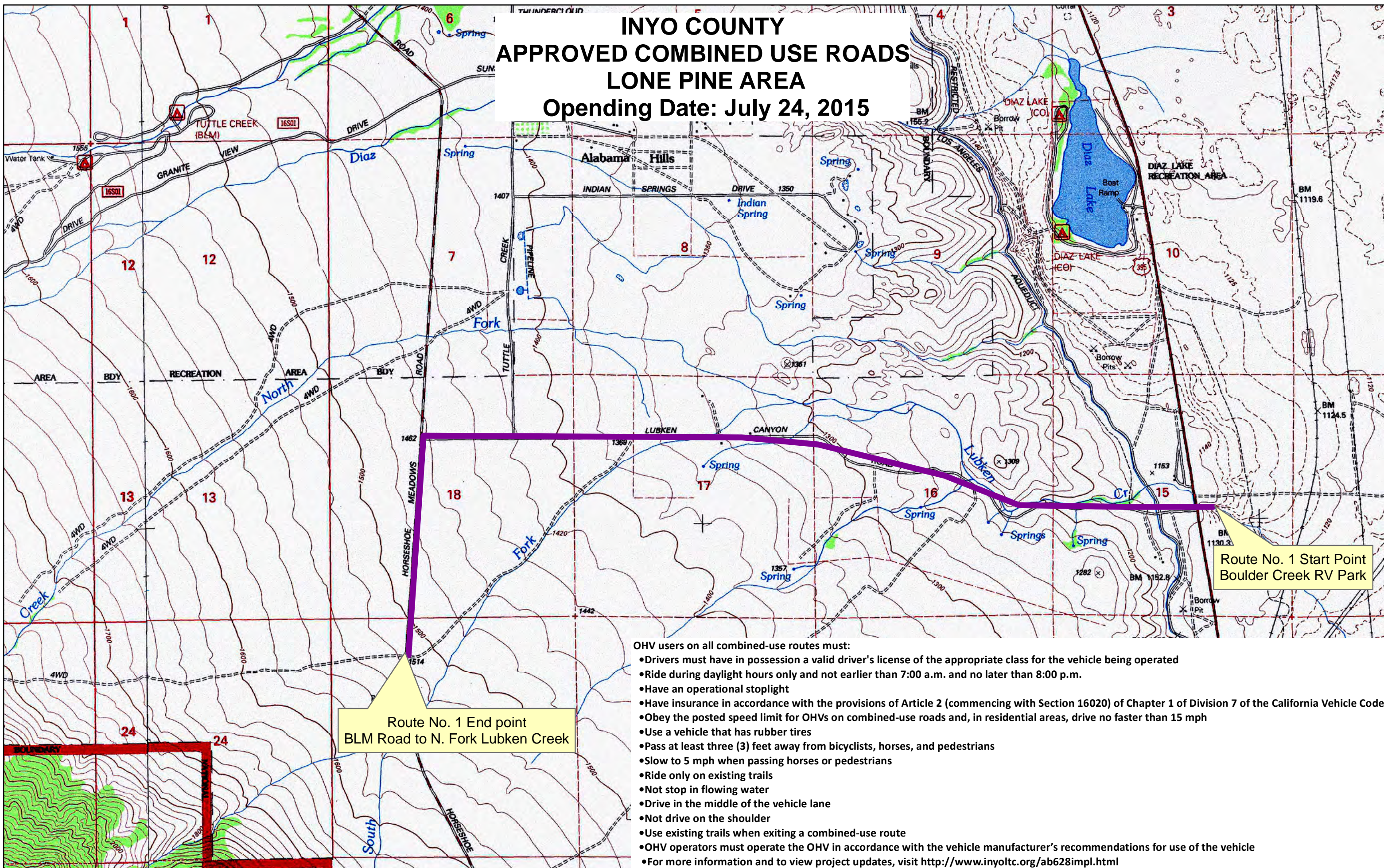
- a) December 15, 2015 Legislative Report
<https://www.inyocounty.us/sites/default/files/2023-11/Final%20Report.pdf>
- b) December 20, 2018 Legislative Report
<https://www.inyocounty.us/sites/default/files/2022-08/Report%20to%20Legislature%20122018%20AB628%20SB1345.pdf>
- c) January 1, 2022 Legislative Report
<https://www.inyocounty.us/sites/default/files/2022-08/Amended%20Report%20to%20Legislature%202022.pdf>
- d) Agenda Request Packet for January 22, 2015 approval hearing
[https://bos-archive.inyocounty.us/Agenda/2015-01-22 \(Special Meeting\).pdf](https://bos-archive.inyocounty.us/Agenda/2015-01-22%20(Special%20Meeting).pdf)
- e) Minutes from the January 22, 2015 Board of Supervisors meeting can be viewed at [https://bos-archive.inyocounty.us/Minutes/2015-01-22 \(Special Meeting\).pdf](https://bos-archive.inyocounty.us/Minutes/2015-01-22%20(Special%20Meeting).pdf)
- f) Inyo County AB 628 Implementing Procedures
<https://www.inyocounty.us/sites/default/files/2023-11/Inyo%20County%20AB%20628%20Implementing%20Procedures.pdf>

Exhibit A

Approved Route Maps

INYO COUNTY APPROVED COMBINED USE ROADS LONE PINE AREA

Opening Date: July 24, 2015



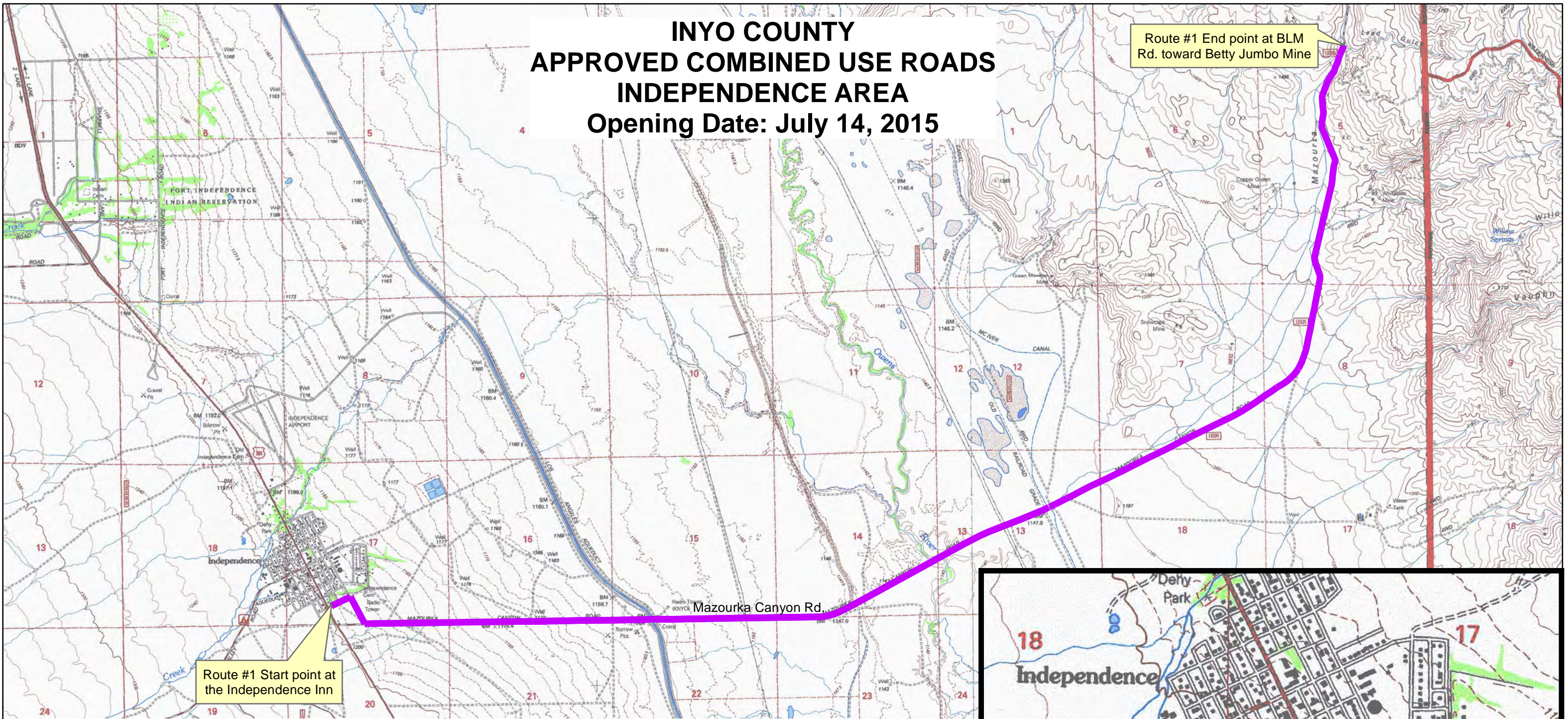
Route No. 1 Start Point
Boulder Creek RV Park

Route No. 1 End point
BLM Road to N. Fork Lubken Creek

OHV users on all combined-use routes must:

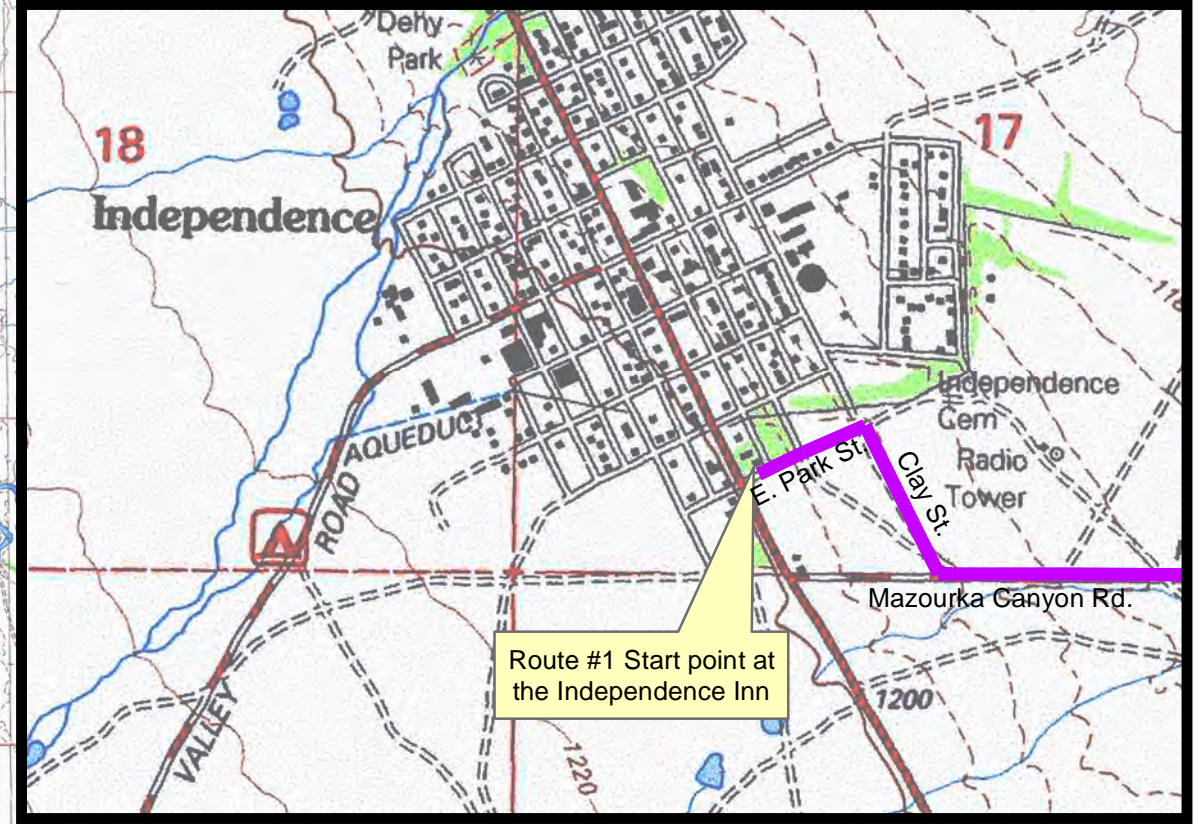
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
- Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
- Have an operational stoplight
- Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
- Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
- Use a vehicle that has rubber tires
- Pass at least three (3) feet away from bicyclists, horses, and pedestrians
- Slow to 5 mph when passing horses or pedestrians
- Ride only on existing trails
- Not stop in flowing water
- Drive in the middle of the vehicle lane
- Not drive on the shoulder
- Use existing trails when exiting a combined-use route
- OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle
- For more information and to view project updates, visit <http://www.inyoltc.org/ab628impl.html>

INYO COUNTY APPROVED COMBINED USE ROADS INDEPENDENCE AREA Opening Date: July 14, 2015



Route #1 Start point at the Independence Inn

Route #1 End point at BLM Rd. toward Betty Jumbo Mine

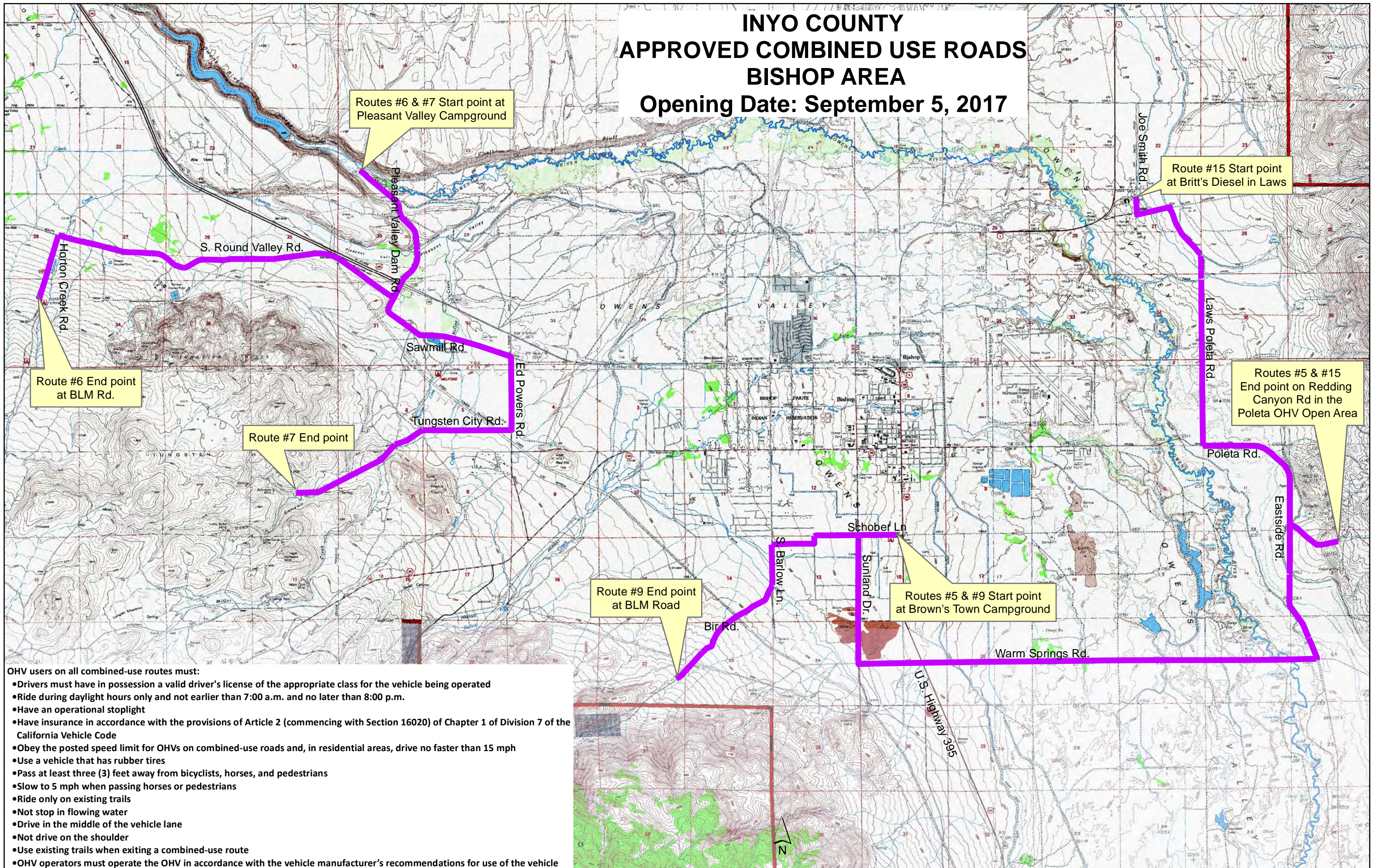


Route #1 Start point at the Independence Inn

- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - Use existing trails when exiting a combined-use route
 - OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle
 - For more information and to view project updates, visit <http://www.inyoltc.org/ab628impl.html>

INYO COUNTY APPROVED COMBINED USE ROADS BISHOP AREA

Opening Date: September 5, 2017



Routes #6 & #7 Start point at Pleasant Valley Campground

Route #15 Start point at Britt's Diesel in Laws

Route #6 End point at BLM Rd.

Route #7 End point

Routes #5 & #15 End point on Redding Canyon Rd in the Poleta OHV Open Area

Route #9 End point at BLM Road

Routes #5 & #9 Start point at Brown's Town Campground

- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - Use existing trails when exiting a combined-use route
 - OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle

Exhibit B

AB 628

Exhibit B

CALIFORNIA 2011 LEGISLATIVE SERVICE
2011 Portion of 2011-2012 Regular Session

Additions are indicated by **Text**; deletions by
***.

Vetoed are indicated by ~~Text~~;
stricken material by ~~Text~~.

CHAPTER 532
A.B. No. 628
OFF ROAD VEHICLES--MOTORCYCLES--PILOT PROGRAMS

AN ACT to amend Sections 38026 and 38026.5 of, and to add and repeal Section 38026.1 of, the Vehicle Code, relating to vehicles.

[Filed with Secretary of State October 7, 2011.]

LEGISLATIVE COUNSEL'S DIGEST

AB 628, Conway. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met. Existing law prohibits a highway from being designated for this combined use for a distance of more than 3 miles.

This bill would, until January 1, 2017, authorize the County of Inyo to establish a pilot project that would exempt from this prohibition specified combined-use highways, except as provided, in the unincorporated area in the County of Inyo so that the highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified linkage of trail systems for off-highway motor vehicles, among other things, as prescribed.

The bill would authorize the pilot project to include the use of a state highway, subject to the approval of the Department of Transportation, or the crossing of a highway, and would require the County of Inyo to indemnify the state, as specified. The bill would require the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, not later than January 1, 2016, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project, and containing specified information.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

- (a) Inyo County is a rural county with a population of 17,945 residents.
- (b) Inyo County is comprised of 10,140 square miles.
- (c) Inyo County is the second largest county in the United States in area, yet only 2 percent of this land is inhabited.
- (d) Ninety-two percent of land in Inyo County is federally administered public lands.
- (e) Inyo County has outstanding natural diversity, including Mount Whitney in the eastern Sierra, which is the highest peak in the contiguous United States, as well as Death Valley, which is the lowest point in the United States and the largest national park in the contiguous United States.
- (f) With six million acres of public land, Inyo County offers numerous opportunities to explore and recreate.

SEC. 2. It is the intent of the Legislature in enacting this act and designating combined-use highways on unincorporated county roads in the County of Inyo for more than three miles to link existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified system of trails for off-highway motor vehicles. It is further the intent of the Legislature that no General Fund moneys be expended for the pilot project established by this act, and the project will be revenue neutral to the state.

SEC. 3. Section 38026 of the Vehicle Code is amended to read:

<< CA VEHICLE § 38026 >>

38026. (a) In addition to Section 38025 and after complying with subdivision (c) of this section, if a local authority, an agency of the federal government, or the Director of Parks and Recreation finds that a highway, or a portion ***of a highway, under the jurisdiction of the authority, agency, or the director, as the case may be, is located in a manner that provides a connecting link between off-highway motor vehicle trail segments, between an off-highway motor vehicle recreational use area and necessary service facilities, or between lodging facilities and an off-highway motor vehicle recreational facility and if it is found that the highway is designed and constructed so as to safely permit the use of regular vehicular traffic and also the driving of off-highway motor vehicles on that highway, the local authority, by resolution or ordinance, agency of the federal government, or the Director of Parks and Recreation, as the case may be, may designate that highway, or a portion ***of a highway, for combined use and shall prescribe rules and regulations therefor. A highway, or portion ***of a highway, shall not be so designated for a distance of more than three miles, except as provided in Section 38026.1. A freeway shall not be designated under this section.

(b) The Off-Highway Motor Vehicle Recreation Commission may propose highway segments for consideration by local authorities, an agency of the federal government, or the Director of Parks and Recreation for combined use.

(c) Prior to designating a highway or portion ***of a highway on the motion of the local authority, an agency of the federal government, or the Director of Parks and Recreation, or as a recommendation of the Off-Highway Motor Vehicle Recreation Commission, a local authority, an agency of the federal government, or the Director of Parks and Recreation shall notify the Commissioner of the California Highway Patrol, and shall not designate any segment pursuant to subdivision (a) which, in the opinion of the commissioner, would create a potential traffic safety hazard.

(d) (1) A designation of a highway, or a portion ***of a highway, under subdivision (a) shall become effective upon the erection of appropriate signs of a type approved by the Department of Transportation on and along the highway, or

portion ***of the highway.

(2) The cost of the signs shall be reimbursed from the Off-Highway Vehicle Trust Fund, when appropriated by the Legislature, or by expenditure of funds from a grant or cooperative agreement made pursuant to Section 5090.50 of the Public Resources Code.

SEC. 4. Section 38026.1 is added to the Vehicle Code, to read:

<< CA VEHICLE § 38026.1 >>

38026.1. (a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) The pilot project shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the Inyo County Board of Supervisors.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

(6) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

(c) The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d)(1) By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

(f) Not later than January 1, 2016, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

(g)(1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

(2) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

SEC. 5. Section 38026.5 of the Vehicle Code is amended to read:

<< CA VEHICLE § 38026.5 >>

38026.5. (a) In accordance with subdivision (c) of Section 4000, a motor vehicle issued a plate or device pursuant to Section 38160 may be operated or driven on a local highway, or a portion ~~***~~ **of the local highway, that** is designated pursuant to Section 38026 **or 38026.1** if the operation is in conformance with ~~***~~ **this** code and the vehicle complies with off-highway vehicle equipment requirements specified in this division.

(b) Notwithstanding subdivision (a), it is unlawful for **a** person using an off-highway vehicle on a combined-use highway to do any of the following:

(1) Operate an off-highway motor vehicle on the highway during the hours of darkness.

(2) Operate **a** vehicle on the highway **that** does not have an operational stoplight.

(3) Operate **a** vehicle on the highway **that** does not have rubber tires.

(4) Operate **a** vehicle without a valid driver's license of the appropriate class for the vehicle operation in possession.

(5) Operate **a** vehicle on the highway without complying with ~~***~~Article 2 (commencing with Section 16020) of Chapter 1 of Division 7.

CA LEGIS 532 (2011)

END OF DOCUMENT

Exhibit C

SB 1345

Senate Bill No. 1345

CHAPTER 217

An act to amend Section 38026.1 of the Vehicle Code, relating to vehicles.

[Approved by Governor August 26, 2016. Filed with Secretary of State August 26, 2016.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1345, Berryhill. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met. Existing law prohibits a highway from being designated for this combined use for a distance of more than 3 miles.

Existing law, until January 1, 2017, authorizes the County of Inyo to establish a pilot project that would exempt specified combined-use highways in the unincorporated area in the County of Inyo from this prohibition to link together existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified linkage of trail systems for off-highway motor vehicles, as prescribed. Existing law requires the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project by January 1, 2016, as specified.

This bill would extend the operation of these provisions until January 1, 2020, and would extend the reporting deadline until January 1, 2019. For purposes of the pilot project described above, the bill would prohibit a combined-use highway road segment from exceeding 10 miles, except as specified.

DIGEST KEY

Vote: MAJORITY Appropriation: NO Fiscal Committee: YES Local Program: NO

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1.

It is the intent of the Legislature in enacting this act to develop additional data to better evaluate whether a combined-use highways system is workable in the County of Inyo. It is further the intent of the Legislature that no General Fund moneys be expended for the pilot project established by this act, and the project will be revenue neutral to the state.

SEC. 2.

Section 38026.1 of the Vehicle Code is amended to read:

38026.1.

(a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) A pilot project established pursuant to this section shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the county's board of supervisors.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

(6) (A) Prohibit a combined-use highway road segment designated under this section from exceeding 10 miles.

(B) Notwithstanding subparagraph (A), two or more combined-use highway road segments may share a common starting point or ending point and may partially overlap as long as the resulting network of the highway road segments does not include more than three distinct locations of shared starting or ending points, or both.

(7) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

(c) A pilot project established pursuant to this section may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d) (1) By selecting and designating a highway for combined use pursuant to this section, the county agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the county's board of supervisors pursuant to this section.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The county shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

(f) Not later than January 1, 2019, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing all of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

(g) (1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

(2) This section shall remain in effect only until January 1, 2020, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2020, deletes or extends that date.

Exhibit D

SB 402

Exhibit D

Senate Bill No. 402

CHAPTER 211

An act to amend Section 38026.1 of the Vehicle Code, relating to vehicles.

[Approved by Governor August 30, 2019. Filed with Secretary
of State August 30, 2019.]

legislative counsel's digest

SB 402, Borgeas. Vehicles: off-highway vehicle recreation: County of Inyo.

Existing law authorizes an off-highway motor vehicle that has been issued a plate or device to be operated or driven upon a highway under certain circumstances. Existing law authorizes various public entities, and the Director of Parks and Recreation, to designate a highway, or portion thereof, for the combined use of regular vehicular traffic and off-highway motor vehicles if certain requirements are met.

Existing law, until January 1, 2020, authorizes the County of Inyo to establish a pilot project that would exempt specified combined-use highways in the unincorporated area in the County of Inyo from this prohibition to link together existing roads in the unincorporated portion of the county to existing trails and trailheads on federal Bureau of Land Management or United States Forest Service lands in order to provide a unified linkage of trail systems for off-highway motor vehicles, as prescribed. Existing law requires the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, to prepare and submit to the Legislature a report evaluating the effectiveness of the pilot project by January 1, 2019, as specified.

This bill would extend the operation of that pilot project until January 1, 2025, and would require the County of Inyo, in consultation with the above-mentioned entities, to submit an additional evaluation report to the Legislature by January 1, 2024.

The bill would also require the County of Inyo, in consultation with the Department of Fish and Wildlife and the Great Basin Unified Air Pollution Control District, to submit a report, as specified, to the Legislature by January 1, 2022, regarding the operation and impact of these highways.

The people of the State of California do enact as follows:

SECTION 1. It is the intent of the Legislature in enacting this act to continue to better evaluate whether a combined-use highways system is workable in the County of Inyo. It is further the intent of the Legislature

Exhibit D

Ch. 211

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that no General Fund moneys be expended for the pilot project extension authorized by this act, and the project will be revenue neutral to the state.

SEC. 2. Section 38026.1 of the Vehicle Code is amended to read:

38026.1. (a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) A pilot project established pursuant to this section shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the county's board of supervisors.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, all of the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements specified in Section 38026.5.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

(6) (A) Prohibit a combined-use highway road segment designated under this section from exceeding 10 miles.

(B) Notwithstanding subparagraph (A), two or more combined-use highway road segments may share a common starting point or ending point and may partially overlap as long as the resulting network of the highway road segments does not include more than three distinct locations of shared starting or ending points, or both.

(7) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

(c) A pilot project established pursuant to this section may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d) (1) By selecting and designating a highway for combined use pursuant to this section, the county agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the county's board of supervisors pursuant to this section.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The county shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

(f) (1) Not later than January 1, 2019, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing all of the following:

(A) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(B) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(C) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

(2) On or before January 1, 2024, the County of Inyo, in consultation with the entities listed in paragraph (1), shall prepare and submit a report to the Legislature that includes the information specified in paragraph (1).

(g) On or before January 1, 2022, the County of Inyo, in consultation with the Department of Fish and Wildlife and the Great Basin Unified Air Pollution Control District, shall prepare and submit a report to the Legislature on the operation and impacts of the Adventure Trail System combined use highways designated pursuant to this section, and the portions of any adjoining trails in close proximity to those highways, including impacts to neighboring lands affected by the system, if any. The report shall include the latest available information, including but not limited to impacts on cultural resources and archaeological sites, streambed modifications and water quality impacts, impacts on protections for wildlife and aquatic habitat, native plants, and wildlife, traffic, particulate pollution, and noise.

(h) (1) The reports submitted pursuant to subdivisions (f) and (g) shall be submitted in compliance with Section 9795 of the Government Code.

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(2) This section shall remain in effect only until January 1, 2025, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2025, deletes or extends that date.

O

Exhibit E

Public Comments

	A	B	C	D
1	Exhibit E	Public Comments		
2	Commenter	Comment Category	Date	Text
3	Frank Stewart	Complaint Non C-U	3/24/2019	Reported non combined OHV use N Round Valley Rd, Birchim Ln, Pine Creek Rd
4	Margaret Marshall	Complaint Non C-U	4/28/2019	Reported non combined quad use on corner of Fowler and West Line when a quad came by at about 35 miles an hour (speed limit 25) with no muffler and proceeded east bound in front of the Police Station to turn right on Warren
5	Matt Weaver	Support for C-U	5/9/2019	Expressed desire for more Combined Routes in the Bishop Area.
6	Denise Waterbury	Complaint C-U	7/25/2019	Reported Combined use OHV driving at excessive speeds and creating a lot of dust and noise. Segment #5
7	Denise Waterbury	Complaint Non C-U, D	7/25/2019	Reported non Combined use -shoulder and high speed OHV use on E Line St. Dust pollution due to shoulder and high speed.
8	Denise Waterbury	Complaint Non C-U	8/16/2019	Reported non combined OHV use - E. Line St. I was about 2 miles from the east to Line St Canal and there were 3 off road vehicles riding on the pavement in a section that is NOT a portion of the Adventure Trails combined use routes. I called the Inyo Sherrifs dispatch (which was instructed to do) and they didn't seem to understand that OHVs are not supposed to do that. Sheriff Lutze said that we should always call Inyo Sheriffs office when this occurs.
9	Sharon Connor	Complaint Non C-U	8/17/2019	Reported non combined OHV use on Hwy 168, and E. Line St. Noted difficulty monitoring. Reported non combined OHV use - this kid comes riding up on an OHV from the south end of Mummy Ln. I watched him and he turned onto Line Street (Hwy. 168) and proceeded up to Red Hill Road where he turned onto and rode up. This was a kid, probably about 15 years old.
10	Denise Waterbury	Complaint Non C-U	8/20/2019	Reported non combined OHV use -another OHV was going down Mummy Lane toward Line Street. They made a left turn onto Highway 168 and then went up and made a right hand turn onto Red Hill Road. It sure would be nice if Inyo county could put up some signs. This person didn't have a license plate.
11	Denise Waterbury	Complaint Non C-U	9/6/2019	Reported combined OHV use -I got behind an OHV who was mostly on the wrong side of the road heading east. I was behind them for about 1.5-2 miles. They did not slow down or pull over for me to pass. I give them the benefit of not going over 40mph. They had no rear view mirrors at all and that is probably why they didn't know I was there. Segments #5 & #15
12	Denise Waterbury	Complaint C-U	9/21/2019	Reported non combined OHV use Ed Powers and Red Hill. AT not stopping illegal use of County Roads
13	Margaret Marshall	Complaint Non C-U	10/4/2019	Reported Non Combined OHV use on Horseshoe Meadows Rd.
14	Michael Prather	Complaint Non C-U	10/4/2019	Reported non combined OHV use N Round Valley Rd, Birchim Ln, Pine Creek Rd
15	Frank Stewart	Complaint Non C-U	10/11/2019	Reported non combined OHV use Startlight Dr. Also reported No Quads sign knocked over on north side of Buttermilk Rd.
16	Diana Cunningham	Complaint Non C-U	10/13/2019	Reported non combined OHV use Startlight Dr. Also reported No Quads sign knocked over on north side of Buttermilk Rd.
17	Diana Cunningham	Complaint Non C-U	10/13/2019	Reported non combined dirt bike use on S. Barlow at Sunset - Believes related to Adventure Trails due to close proximity/ connection to AT route #9
18	William Mitchel	Complaint C-U & Non	10/22/2019	Reported combined use OHV driving on the shoulder aggressively, almost causing accident.
19	Denise Waterbury	Complaint C-U	11/1/2019	Segment #5
20	William Mitchel	Complaint C-U & Non	11/3/2019	Reported non combined dirt bike use on S. Barlow at Sunset - Believes related to Adventure Trails due to close proximity/ connection to AT route #9
21	Sharon Connor	Complaint Non C-U	11/17/2019	Reported non combined OHV use - 2 ATV's turn left off of Reata Road and head west on W. Line St. in the bike lane. We proceeded to Manor Market to pick of groceries and when we came out there were 3 off road vehicles in the parking lot. They had just pulled up and were also going in to shop. There were no trailers, no trucks, they had arrived illegally.
22	Sharon Connor	Complaint Non C-U	11/19/2019	Reported non combined ATV use on W. Line St, & Manor Market.
23	Margaret Marshall	Complaint Non C-U	12/17/2019	Reported non combined use Collins Rd at Owens River
24	Susan Greenleaf	Complaint Non C-U	1/10/2020	Reported non combined OHV use - dirtbike on S Barlow last evening, 1/10/20, at about 5pm. It was right around where Sunset comes in, and I believe it pulled onto S Barlow from one of those eastern side streets
25	Susan Greenleaf	Complaint Non C-U	1/11/2020	Reported non combined dirt bike use on S. Barlow at Sunset
26	Susan Greenleaf	Complaint Non C-U	1/25/2020	Reported non combined dirt bike use Intersection of S Barlow around Sierra Vista/Irene
27	Sharon Connor	Complaint Non C-U	3/29/2020	Reported non combined OHV use - East Line and Hanby dirt bike approaching from other direction, east to west. No license plate. Maybe flag with a number, perhaps had been in a race

	A	B	C	D
28	Sharon Connor	Complaint Non C-U	4/15/2020	Reported non combined OHV use - 2 motorcycles, 1 had license plate the other did not. Driving side by side some of the time, made a right turn on Main St., lots of revving up. Driving west on East Line St. to Main St
29	Denise Waterbury	Complaint Non C-U	4/19/2020	Reported non combined OHV use -ATV with 4 people in it drive west on West Line Street up to Red Hill Road. It then turned up Red Hill Road. a different ATV passed my parked car coming up Mummy Lane from the south, heading north to West Line Street, with 4 people in it. They paused at the stop sign and proceeded to turn left onto West Line Street and drive west up to Red Hill Road, where they turned onto Red Hill Rd and kept going. THESE ROADS ARE NOT COMBINED USE ROUTES!
30	Margaret Marshall	Complaint Non C-U	4/22/2020	Reported non combined use W. Line St and Meadow Ln. no license plates
31	William Mitchel	Complaint Non C-U	4/22/2020	Reported non combined OHV use -One OHV, probably a Polaris RZR, driving west on Sunset Drive. No passengers, just a single driver. About a half hour later it returned. I have seen this vehicle numerous times on Sunset and called the Sheriff's dispatch once which was a waste of time
32	Margaret Marshall	Complaint Non C-U	4/24/2020	Reported non combined dirt bike use on S. Barlow at W. Line
33	Susan Greenleaf	Complaint Non C-U	4/24/2020	Reported non combined OHV use - Along the stretch of Underwood where it goes past all the houses off S Barlow out to the open space at the big bend. 2 dirtbikes going along that whole length of road, past all the houses.
34	Sharon Connor	Complaint Non C-U	4/25/2020	Reported non combined OHV use -East Line St. and we passed a dirt bike heading in the opposite direction. The second was last week, I believe the 15th of April when I was behind 2 motorcycles, one w/license plate and one without.
35	Dan Connor	Complaint Non C-U	4/28/2020	Reported non combined OHV use - corner of Fowler and West Line when a quad came by at about 35 miles an hour (speed limit 25) with no muffler and proceeded east bound in front of the Police Station to turn right on Warren.
36	Dan Connor	Complaint Non C-U	4/28/2020	Reported non combined OHV use - Quad with no muffler speeding (at least 35) east on W. Line ran directly in front of Post Office and City Hall (police station) and turned right (South) on Warren
37	Susan Greenleaf	Complaint Non C-U	5/1/2020	Reported non combined OHV use - ATV coming along from the north on S Barlow, and continuing south
38	Susan Greenleaf	Complaint Non C-U	5/3/2020	Reported non combined OHV use - ATV coming along west on Schober from Brown's CG direction then heading on south on Sunland Indian Res past where the ATV route continues on Schober
39	Dan Connor	Complaint Non C-U	5/7/2020	Reported non combined quad use on Highway 395 North at Goodale Creek Road. They crossed from east to west.
40	Susan Greenleaf	Complaint Non C-U	5/9/2020	Reported non combined OHV use - An ATV coming along from the west on Underwood heading east toward S Barlow
41	Bill Mltchel	Complaint Non C-U	5/14/2020	Reported non combined OHV use - Two ATVs (Razr type) driving east on Sunset Drive with one following the other. I do not know where they went other than near the end of Sunset.
42	Denise Waterbury	Complaint Non C-U	5/16/2020	Reported non combined OHV use - There were 3 motorcycles (dirt bikes) unlicensed. The first one had 3 people on it! A parent and 2 small kids. The next one had one adult, and the third, a sort of Mimi motorcycle with a kid about 6-8 years old on it. Riding west on Willow Street. While they all had helmets on, the dirt bikes were unlicensed, and three people on the first one! All on a city street which is not legal!
43	Denise Waterbury	Complaint Non C-U	5/19/2020	Reported non combined OHV use East on Willow St. and then making a right turn (South) onto Hanby.
44	Diana Cunningham	Complaint Non C-U	5/20/2020	Reported non combined OHV use - 4 camouflage painted OHV's with 2+ people each, with small UTAH plates drove through our neighborhood on their way to the Buttermilk area. 3 of the 4 did either slow or stop-ish at the stop sign right by my house. The other one just went right on through. They did not have mufflers.
45	Nick Sprague	Complaint Non C-U	5/20/2020	Reported non combined OHV use -There were 4 large/long OHVs (side by sides or sand rails) stopped at the dirt road below the 6000' level on SR 168 and above the curve at McGee Creek. They appeared to be about to head down 168. Later, while I was stopped at the junction of SR 168 and Starlite Road, all 4 OHVs came down 168 (illegally) and on to Starlite Road. I assume that they proceeded to dirt roads beyond Starlite.
46	Diana Cunningham	Complaint Non C-U	5/21/2020	Reported non combined OHV use -between Buttermilk Road and Cerro Coso. They were trying to stay somewhat on the shoulder but that was too unstable so they had to be on the road. It was really dangerous for the kids and could have caused problems for cars if there had been any normal traffic on 168.

	A	B	C	D
47	Allan Pietrasanta	Complaint Non C-U	5/23/2020	Reported non combined OHV use - ATV on Red Hill Road heading west to the intersection of Ed Powers Road.
48	Bill Mitchel	Complaint Non C-U	5/23/2020	Reported non combined OHV use - : One ATV driving east and then west through the intersection mentioned above..
49	Diana Cunningham	Complaint Non C-U	5/23/2020	Reported non combined OHV use -2 Rhinos with little orange flags were so loud that I looked up and saw them drive past my house, once again using Starlite Dr. as part of Adventure Trails, which it is NOT. This is becoming a daily problem and so far different groups each day.
50	Kathy Varnum	Complaint Non C-U	5/24/2020	Reported non combined OHV use - two side-by-side OHVs driving eastbound on W. Line St. west of Mumy Lane, turning southbound onto Mumy Lane and continuing at a rapid speed down Mumy Lane
51	Margaret Marshall	Complaint Non C-U	5/24/2020	Reported non combined OHV use - Lake Sabrina Several motorcycles were parked on the east side of the parking lot. The owner of the cafe was asking them to move because they had blocked traffic. At least two of the motorcycles had no plates, they were serious off road bikes
52	Allan Pietrasanta	Complaint Non C-U	5/31/2020	Reported non combined OHV use - One ATV and two side by sides following two motorcycle riders going south on Round Valley Road. They turned west on the Pine Creek Road and headed toward Rovana. They were not ranchers working their fields.
53	Allan Pietrasanta	Complaint Non C-U	6/4/2020	Reported non combined OHV use - side by side turn north on 395 at Wall St. I followed it to near the helitack site north of Independence. Side by side on 395!
54	Kathy Varnum	Complaint Non C-U	6/9/2020	Reported non combined OHV use -OHV was at the intersection of W. Line St. and Meadow Lane waiting to make left turn from northbound Meadow Lane to westbound W. Line St
55	necerberry@gmail.	Complaint Non C-U	6/14/2020	Reported non combined OHV use -East Line Street, heading East, approaching Third St. junction. This section of East Line Street is a neighborhood and is NOT a combined use route nor a part of the Adventure Teails routes!
56	Susan Greenleaf	Complaint Non C-U	6/19/2020	Reported non combined OHV use 2716 Carol Ln Bishop, dirt bike headed east
57	Margaret Marshall	Complaint Non C-U	6/21/2020	Reported non combined OHV use - A motorcycle, with no license plate, drove west on 168, then turned north on Ed Powers Road at Hwy 168 stop sign. This was not a street legal bike, and this intersection is not part of any combined use route.
58	Margaret Marshall	Complaint Non C-U	6/23/2020	Reported non combined OHV use driving up Starlite from 168. I turned around to follow the side by side and snap a picture. At the intersection of Altair and Starlite the OHV pulled over, and I pulled along side. A man and his family were lost. They had driven the AT route that ends on 168 (even though it's one of the Buttermilk/Tungsten Loops) and were trying to find a way back to their vehicle. I gave them instructions. They knew they were driving illegally, but didn't see any alternative--because there isn't one!
59	Susan Greenleaf	Complaint Non C-U	6/23/2020	Reported non combined OHV use - 2 dirtbikes heading south on S Barlow near Sierra Vista
60	Susan Greenleaf	Complaint Non C-U	6/25/2020	Reported non combined OHV use dirtbike heading south on S Barlow near Sierra Vista
61	Susan Greenleaf	Complaint Non C-U	6/27/2020	Reported non combined OHV use ATV heading south on Ed Powers, then crossing 168 after we'd gone by, onto the little Edison Rd opposite
62	necerberry@gmail.	Complaint Non C-U	6/30/2020	Reported non combined OHV use East end of Willow, an unlicensed dirt bike and a person on an ATV just went whipping by my house
63	Susan Greenleaf	Complaint Non C-U	7/7/2020	Reported non combined OHV use 2716 Carol Ln Bishop, dirt bike headed west
64	Sharon Connor	Complaint Non C-U	7/19/2020	Reported non combined quad use on E. Line St turned south on canal Rd- High Speed, no license plate
65	Sharon Connor	Complaint Non C-U	9/24/2020	Reported non combined dirt bike use on E. Line St going east, high Speed, no license plate
66	Sharon Connor	Complaint Non C-U	10/6/2020	Reported non combined dirt bike use on E. Line St west on canal - High Speed, no license plate
67	Dan Connor	Complaint Non C-U	10/13/2020	Reported non combined OHV use on shoulder, E. Line St to Airport Rd. No plates or headlights. Cars had to swerve o avoid an accident.
68	Dan Connor	Complaint Non C-U	10/20/2020	Reported non combined OHV use on shoulder, E. Line St to Airport Rd. No plates or headlights.
69	Susan Greenleaf	Complaint Non C-U	11/8/2020	Reported non combined OHV use -2 dirtbikes heading west on Carol Ln
70	Susan Greenleaf	Complaint Non C-U	11/20/2020	Reported non combined OHV use -Four dirtbikes passed me heading south on S Barlow, just south of intersection with W Line

	A	B	C	D
				Reported non combined OHV use -East Line St and the canal road in east Bishop. Three side by sides with 2 people each wearing jump suits and helmets, caravanning east on East Line St. They turned into the canal entrance on the south side of line (just after crossing the
71	Dan Connor	Complaint Non C-U	11/22/2020	bridge) passed through the gate and proceeded south on the canal road
72	Susan Greenleaf	Complaint Non C-U	11/26/2020	Reported non combined OHV use -2 dirtbikes heading west on Carol Ln
73	Susan Greenleaf	Complaint Non C-U	11/30/2020	Reported non combined OHV use 2716 Carol Ln Bishop, 2 dirt bikes headed east, then west
74	Susan Greenleaf	Complaint Non C-U	12/2/2020	Reported non combined OHV use -a dirtbike heading east on the bend of Irene
75	Margaret Marshall	Complaint Non C-U	12/17/2020	Reported non combined use OHV 395 Aberdeen Stn Rd Grand Army of the Republic Hwy.
76	Margaret Marshall	Complaint Non C-U	12/17/2020	Reported non combined dirt bike use Intersection of Sunset Drive and Sundown Circle in West Bishop
77	Margaret Marshall	Complaint Non C-U	12/17/2020	Reported non combined OHV use -Five Bridges Road Rd between the Owens River and Highway 6. OHV use after sunset
78	Randy Roche	Complaint Non C-U	12/17/2020	Reported non combined OHV use -Collins Rd at Owens River
79	Susan Greenleaf	Complaint Non C-U	12/17/2020	Reported non combined OHV use S Barlow between Underwood and Longview
80	Susan Greenleaf	Complaint Non C-U	12/25/2020	Reported non combined OHV use - 2716 Carol Ln, Bishop -2 dirtbikes heading west on my street
81	Susan Greenleaf	Complaint Non C-U	1/7/2021	Reported non combined OHV use - a big 4 wheeler going south on S Barlow and Underwood
82	Susan Greenleaf	Complaint Non C-U	1/13/2021	Reported non combined OHV use - a small 4wheeler coming from the north on S Barlow, turn west on Underwood
83	Susan Greenleaf	Complaint Non C-U	1/24/2021	Reported non combined OHV use - dirtbike coming from the north on S Barlow, heading south on S Barlow
84	Sharon Connor	Complaint Non C-U	2/5/2021	Reported non combined OHV use - Dirt bike, no license plate, heading west on East Line St., turned North on the canal road.
85	Sharon Connor	Complaint Non C-U	2/5/2021	Reported non combined OHV use -a dirt bike without a license plate passed me coming from the east and turned north on the canal road. People think they can drive into town from Poleta on East Line St.
86	Denise Waterbury	Complaint Non C-U	2/7/2021	Reported non combined OHV use -3 dirt bikes turned off Reata Road onto West Line Street. They were riding on West Line Street in the street lane and then after passing Issac Walton Park, moved to the bike lane. They were going at a good clip at first and then slowed down to turn into Manor Market to get gas. None of the dirt bikes were licensed.
87	Denise Waterbury	Complaint Non C-U	3/24/2021	Reported non combined OHV use - OHV on Willow St.
88	Denise Waterbury	Complaint Non C-U	3/26/2021	Reported non combined OHV use -Dirt Bikes on West Line Street
89	Nick Sprague	Complaint Non C-U	2/26/2023	I have seen a number of OHVs using Inyo County and City of Bishop streets frequently. In just the past week or so, I have seen a large 4 seater Razr side-by-side on East Line Street at Airport Road moving at a high rate of speed (1/25 at 4:25 p.m.) and a number of dirt bikes (not street legal) on East Line Street at the canal, on Johnston Street, west of the canal and on Hanby Avenue (1/26, 1/29, 2/2, 2/3, 2/4). 4 of them rode down Hanby about 20 minutes ago. This does not include side-by-sides that I have seen on SR 168 between Death Valley Road and Big Pine or on SR 168 near Starlite. While I understand that the roads near the Bishop canal are not currently part of the Adventure Trails system, it is obvious that there is little or no enforcement of existing traffic laws. Reporting and monitoring for the existing Adventure Trails system appears to be limited or nonexistent despite legal requirements and agreements to provide public information.
90	Ceal Klingler relayed	Combined Use Route	10/11/2023	A new full-blown 4WD route has now been ripped through the vegetation from Tungsten City Road to the south, and new motorcycle routes are proliferating to the north, including a now-complete motorcycle trail connecting the yellow-arrow zone and Tungsten City Road. (Note that a headcut and erosion from the yellow-arrow zone and the adjacent trail/drainages forking to the east are now also full-blown.).Satellite imagery comparing the site from 2013 through 2023 was included with this comment.
91	Denise Waterbury	Complaint Non C-U	01/13/21-01/15	Reported non combined OHV use -The first time, he rode straight to the east end of Willow, thinking he could get to the canal I guess but it is fenced. So he turned around and headed north on Hanby. The second time, he rode past my house on Willow again, turned south on Hanby and I assume to Line Street. Today,1/15/2021, he rode past my house, turned south on Hanby again and headed to Line Street. WHY IS HE RIDING ON RESIDENTIAL CITY STREETS?

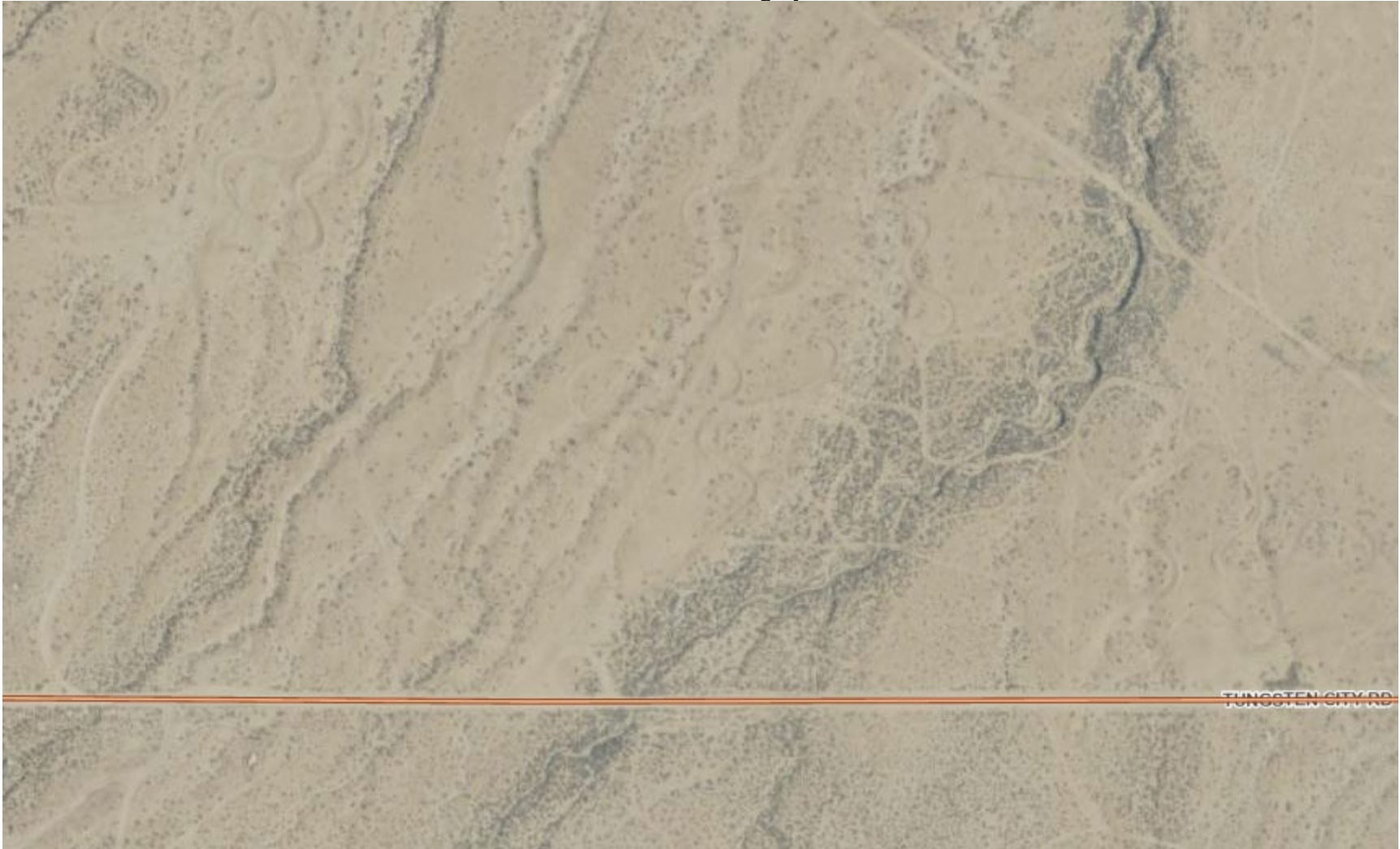
Exhibit E Aerial imagery and photos of reported route proliferation Tungsten City Road – See comment dated 10/11/2023.

Route # 7– Images sent by Ceal Klingler 10/11/2023.





2016 NAIP Imagery



2018 NAIP Imagery



2020 NAIP Imagery



2022 NAIP Imagery



Damage off Tungsten City Road 2023



OHV Routes off Tungsten City Road 2023



Exhibit F


Agency Responses

RE: SB 402 - Combined use routes - Rep...

File Message Help ESET Acrobat

Delete Archive Respond All Apps Move Tags Editing Immersive Translate Zoom

RE: SB 402 - Combined use routes - Report to the Legislature

 Talbot, Lianne E@DOT <lianne.talbot@dot.ca.gov>
To: Justine Kolx

9/6/2023

You replied to this message on 9/6/2023 8:58 AM.

Justine,

I have reviewed all of the reference maps, crossing locations, and route segments that involve the State Highway System (SHS), including a review of the crash data for these locations, which did not report any crashes involving OHVs. I also reached out to our Public Information Officers related to any public concerns, comments, or questions involving OHVs access to the SHS of which we have received none. From my completed analysis of the combined use routes I do not have any safety concerns related to this pilot project and I am not aware of any disturbances to the SHS due to this pilot project.

Please let me know if you need anything further.

Lianne Talbot, P.E.
Caltrans District 9
Traffic Safety Engineer
Cell (760) 937-7826

RE: [EXTERNAL] SB 402 reporting - Combined Use routes on In...

LS Lisius, Sherri K <slisius@blm>
To ✓ Justine Kolox
Cc ● Holman, Brett C
6/27/2023

i You replied to this message on 6/27/2023 1:09 PM.

Hello Justine,

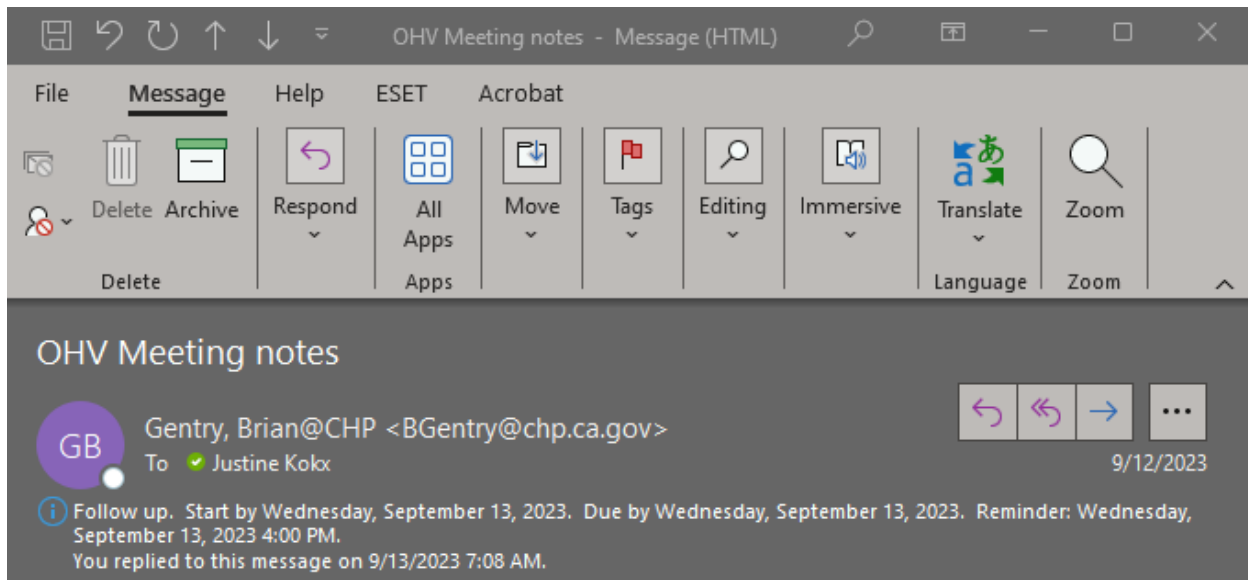
The staff discussed and we do not have anything to report. Here is their report out:

Law enforcement has had no reports or concerns of issues as a direct result of the combined use route system to date.

Even if baseline data was collected and analyzed prior to implementation, there is no way to connect usage on BLM public lands back to the combined use route system pilot project. Simple put, traffic counter data can't distinguish between a combined route user prior to, or during the pilot program. Any increase or decrease in the data could be interpreted through a variety of societal changes including cost of goods and services, weather and road conditions, pandemic related user group behavior, and OHV industry loopholes (street legal OHVs) etc. According to our data, the overwhelming majority of our OHV use is **street legal** passenger vehicles, cars, trucks and vans.

Any problems or concerns would be forecasting issues or disturbances that aren't present with the current system. Obviously if the combined system grew and increased overall connectivity, increased visitation and disturbances could have impacts, but based off this particular SB402 report, we shouldn't include the forecasting of future development.

Thanks!



As discussed, the notes from the meeting are below:

- Signage – Black and White regulatory signs would be useful. Signage could better show “Begin Off Highway Vehicle Use”, “Combined Use OHV Access Ahead”, something to this affect for oncoming vehicles. Signage with expectations of enforcement or fines for not only complainants information should they decide to call in and complain but for those utilizing the OHV areas/ access. It will also help law enforcement more easily identify when OHV occupants are out of the boundaries whether the abuse is occurring or not.
- Safety Concerns: OHV’s outside of designated areas is regular. These vehicles are not designed to withstand collisions to collision testing standards. Driving on the shoulder of the freeway and on surface streets is a common occurrence and areas surround OHV access is treated as a free-for-all. I’m not sure if the community has difficulty in these areas load/unloading their OHVs and thus abuse extended travel routes as a means of convenience or a lack of the feature all together.
- Enforcement: OHV’s outside of these areas on public roadways/ freeways are treated as a normal vehicle and required a valid license, registration, and insurance and are enforced as such when they inevitably would lack these items. Currently, there is no intermediate way to conduct enforcement on these vehicles without going to the fullest extend of the law with a tow and cite or taking no action with a warning. Both have their upsides and downsides which could be addressed by this review of the OHV use.

B. Gentry, Sergeant
Bishop – CHP
469 S. Main Street
Bishop, CA 93514
(760) 872-5150



BUILDING A STRONGER L.A.

Karen Bass, Mayor

Board of Commissioners
Cynthia McClain-Hill, President

Nurit Katz

Mia Lehrer

Nicole Neeman Brady

Chante L. Mitchell, Secretary

Martin L. Adams, General Manager and Chief Engineer

July 19, 2023

Ms. Justine Kokx
Inyo County Transportation Planner
P.O. Drawer L
Independence, CA 93526
Jkokx@inyocounty.us

Dear Ms. Kokx:

Subject: Response to Evaluation of Impacts to Los Angeles Department of Water and Power Lands and Operations

This is in response to your email dated June 22, 2023, requesting consultation with the Los Angeles Department of Water and Power (LADWP) to evaluate observable impacts to LADWP land and operations resulting from Inyo County's Adventures Trail Pilot Project (Project) authorized under Senate Bill 402. The Project encompasses seven combined use routes in and around the communities of Bishop, Independence, and Lone Pine.

As of the date of this letter, LADWP has not observed any safety, resource, or operational problems on its land relating to the County's Project. LADWP requests that you submit a copy of the report Inyo County submits to the State of California regarding the Project to LADWP at 300 Mandich Street, Bishop, CA 93514

Thank you for your consultation to this important issue and we look forward to receiving the requested report in a timely manner. If you have any questions, please contact Mr. Donald S. McGhie at (760) 873-0248.

Sincerely,

A handwritten signature in blue ink, appearing to read 'AP', with a long horizontal line extending to the right.

Adam Perez
Manager of Aqueduct

DSM:fm

c: Mr. Donald S. McGhie



DEPARTMENT OF PARKS AND RECREATION

Off-Highway Motor Vehicle Recreation Division
PO Box 942896
Sacramento, California 94296-0001

Armando Quintero, *Director*

September 7, 2023

Ms. Justine Klox, Transportation Planner
Public Works
County of Inyo
PO Box Q
Independence, CA 93526

SENT VIA EMAIL ONLY

Dear Ms. Klox.

The Off-Highway Motor Vehicle Recreation (OHMVR) Division is dedicated to providing safe and responsible off-highway motor vehicle recreation opportunities and to support increasing those opportunities when and where appropriate. We welcome the study of OHMVR recreation in Inyo County to determine whether increased length combined use can be safe and responsible in a rural county and possibly help increase visitor access to local businesses. We have no further input at this time.

Respectfully,

Sarah Miggins
Deputy Director
OHMVR Division

Exhibit G

Photo Monitoring

Point #1 Millpond Route # 7 Opening date September 5, 2017

2016 Point #1 Millpond



April 2017



October 2017



Point #1 Millpond Route # 7 Opening date September 5, 2017

October 2018



December 2019



Point #1 Millpond Route # 7 Opening date September 5, 2017

September 2022



October 2023



Point #2 Pleasant Valley Route #'s 6 & 7, Opening date 09/05/2017

2016 Point #2 Pleasant Valley



April 2017



Point #2 Pleasant Valley Route #'s 6 & 7, Opening date 09/05/2017

October 2017



October 2018



Point #2 Pleasant Valley Route #'s 6 & 7, Opening date 09/05/2017

December 2019



September 2022



Point #2 Pleasant Valley Route #'s 6 & 7, Opening date 09/05/2017

October 2023



Point #3 Horton Creek Overlook

2016 Point #3 Horton Creek Overlook



April 2017



Point #3 Horton Creek Overlook

October 2017



Point #3 Horton Creek Overlook

October 2018



Point #3 Horton Creek Overlook

December 2019



Point #3 Horton Creek Overlook

September 2022



Point #3 Horton Creek Overlook

October 2023



Point #4 Laws Route # 15, Opening date August 5, 2015

December 2016 Point #4 Laws



Point #4 Laws Route # 15, Opening date August 5, 2015

April 2017



Point #4 Laws Route # 15, Opening date August 5, 2015

October 2017



Point #4 Laws Route # 15, Opening date August 5, 2015

October 2018



Point #4 Laws Route # 15, Opening date August 5, 2015

December 2019



Point #4 Laws Route # 15, Opening date August 5, 2015

September 2022



Point #4 Laws Route # 15, Opening date August 5, 2015

October 2023



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

December 2016 Point #5 Warm Springs



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

April 2017



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

October 2017



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

October 2018



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

December 2019



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

September 2022



Point #5 Warm Springs Route # 5, Opening date 09/05/2017

October 2023



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

December 2016 Point #6 Warm Springs Hill



April 2017



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

October 2017



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

October 2018



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

December 2019



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

September 2022



Point #6 Warm Springs Hill Route # 5, Opening date 09/05/2017

October 2023 Burned



Point #7 South West Bishop Bir & Barlow, Route # 9

Opening date 09/05/2017

December 2016



Point #7 South West Bishop Bir & Barlow, Route # 9 Opening date 09/05/2017

April 2017



Point #7 South West Bishop Bir & Barlow, Route # 9

Opening date 09/05/2017

October 2017



October 2018



Point #7 South West Bishop Bir & Barlow, Route # 9

Opening date 09/05/2017

December 2019



Point #7 South West Bishop Bir & Barlow, Route # 9

Opening date 09/05/2017

September 2022

New road



Point #7 South West Bishop Bir & Barlow, Route # 9

Opening date 09/05/2017

October 2023



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

December 2016



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

April 2017



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

October 2017



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

October 2018



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

December 2019



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

September 2022



Point #8 South West Bishop Coyote Route # 9, Opening date 09/05/2017

October 2023



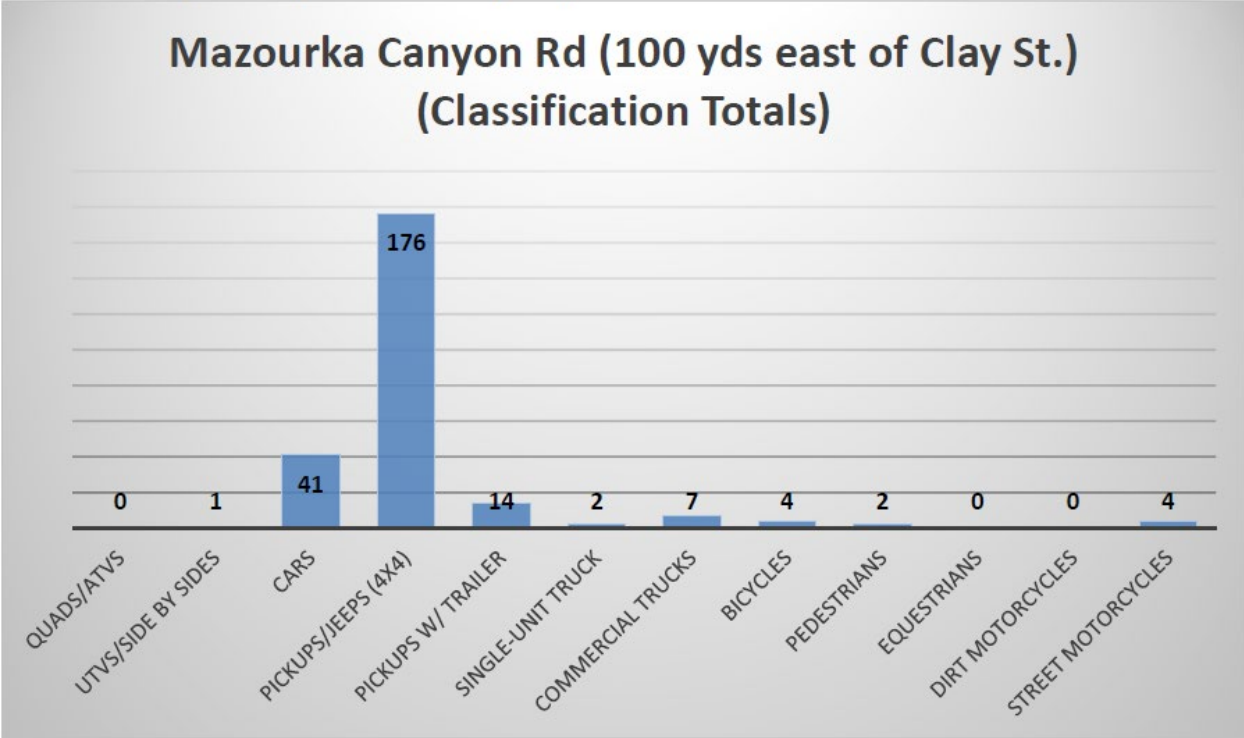
Exhibit H

Traffic Counts

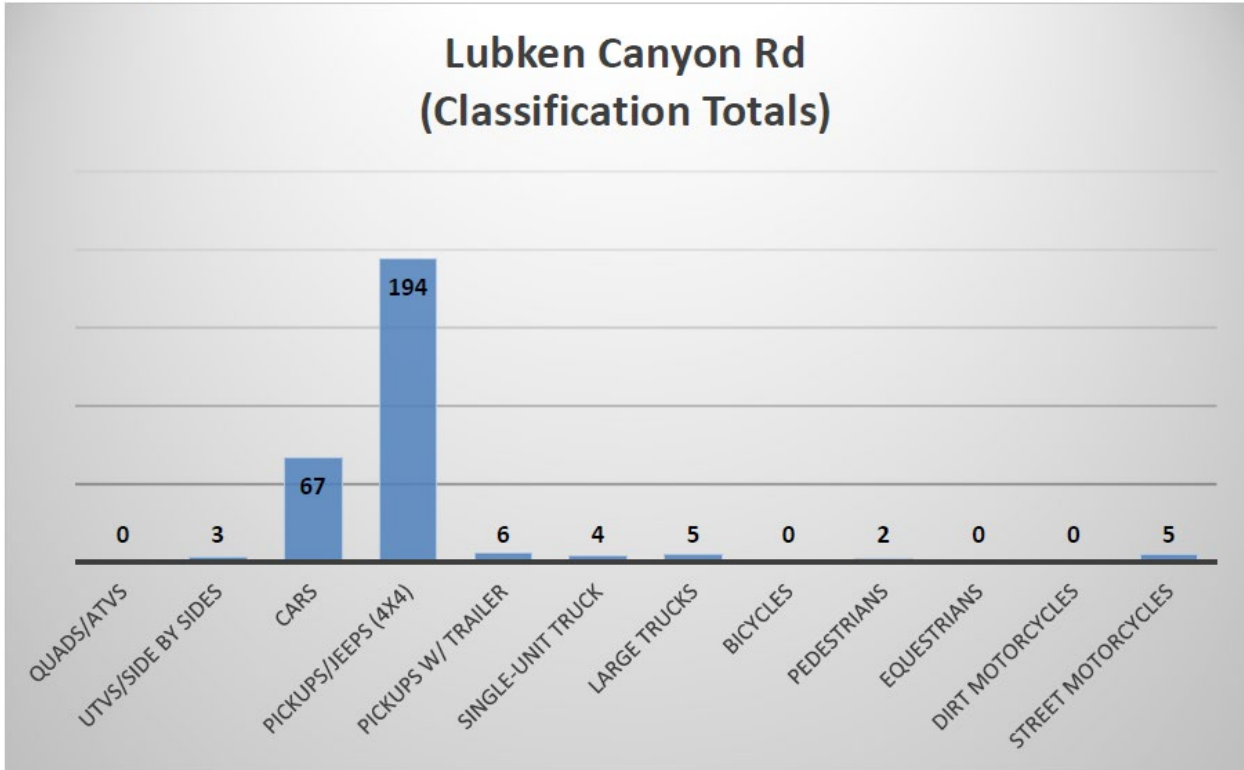
Exhibit H Traffic Counts

November 2015 Traffic Counts

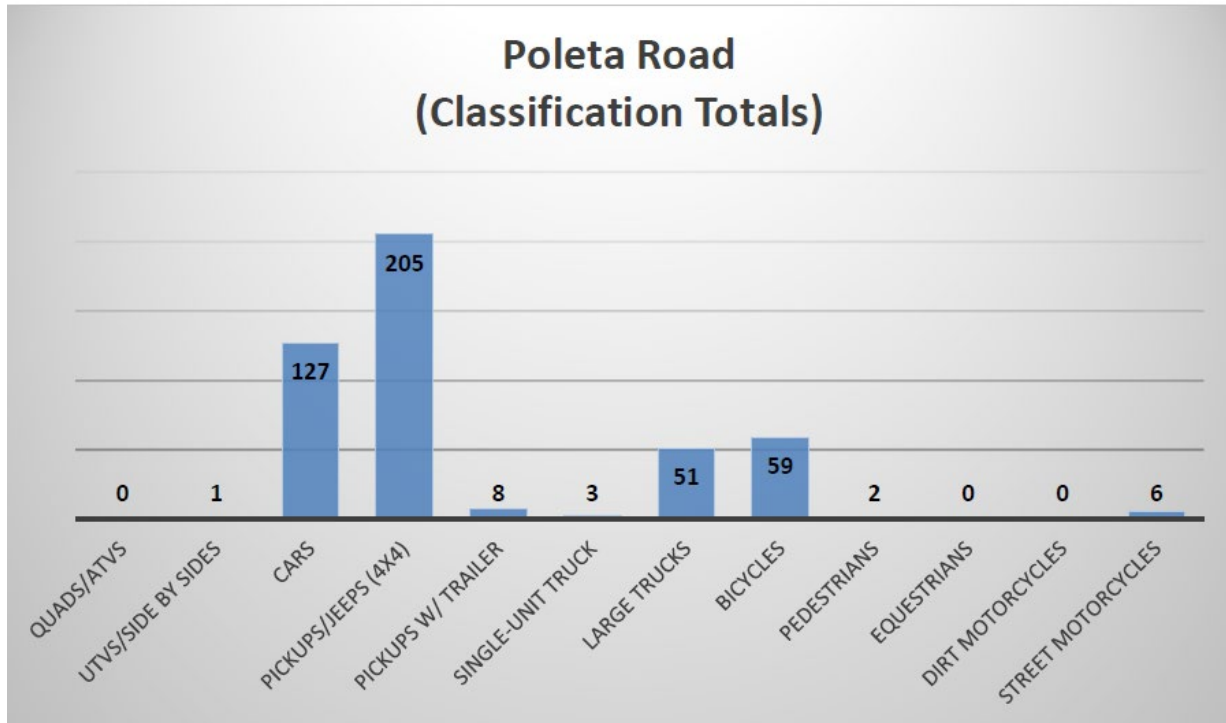
Mazourka Canyon Road (100 Yards East of Clay)



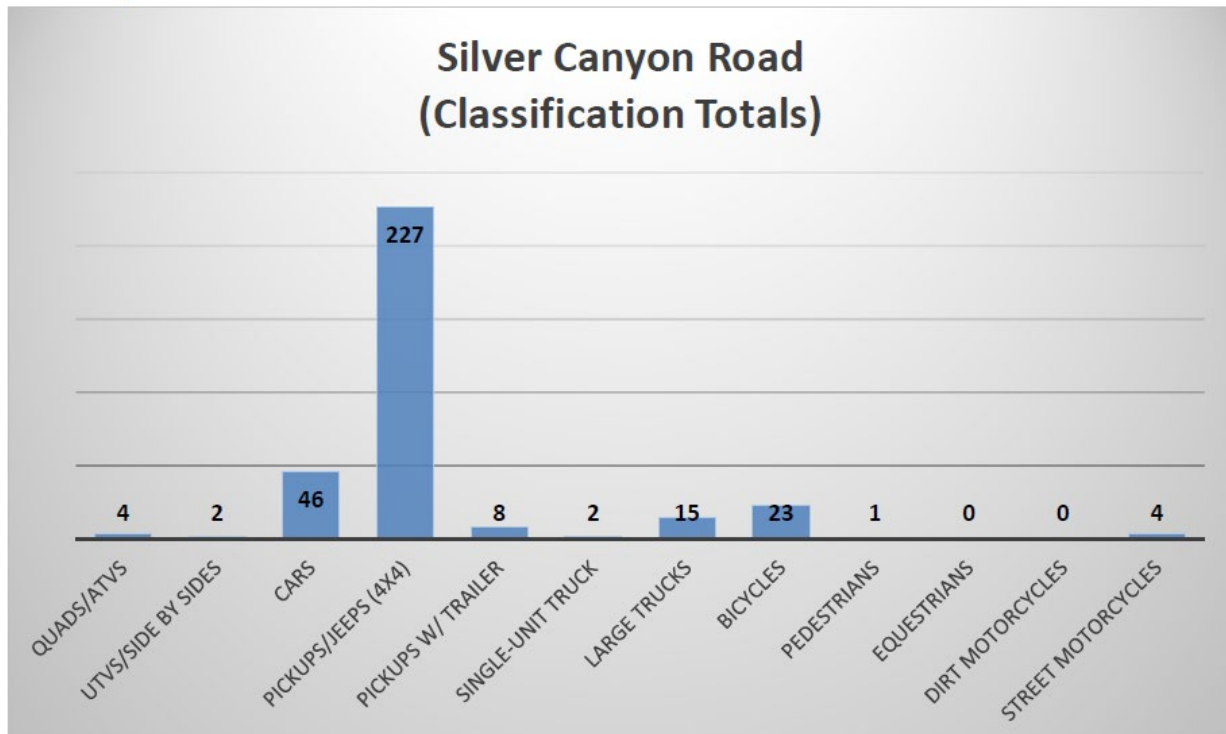
Lubken Canyon Road



Poleta Road



Silver Canyon Road



December 2016 Traffic Counts

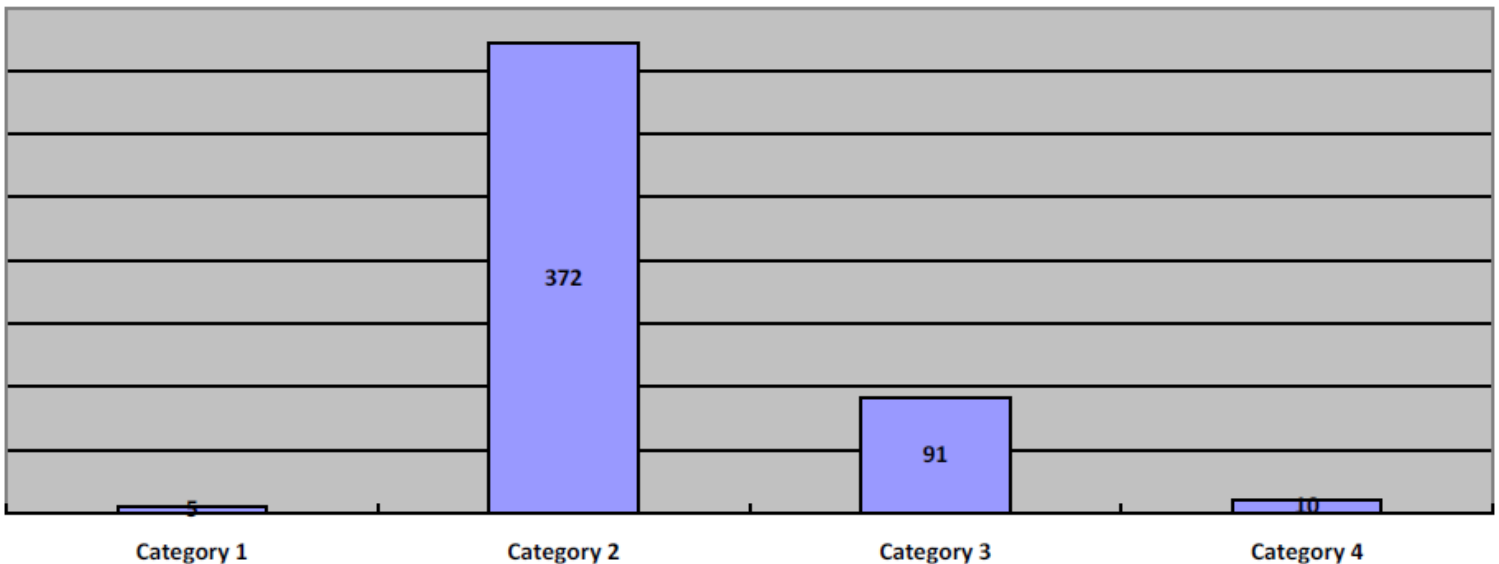
A traffic classification survey was conducted at three locations throughout Inyo County between December 1st, 2016, and December 20th, 2016. This traffic classification survey collected a total of 120 hours of data at each of the three locations and included Saturday and Sunday. The purpose of this traffic classification survey was to collect usage data on three of the combined-use routes within Inyo County.

Classifications

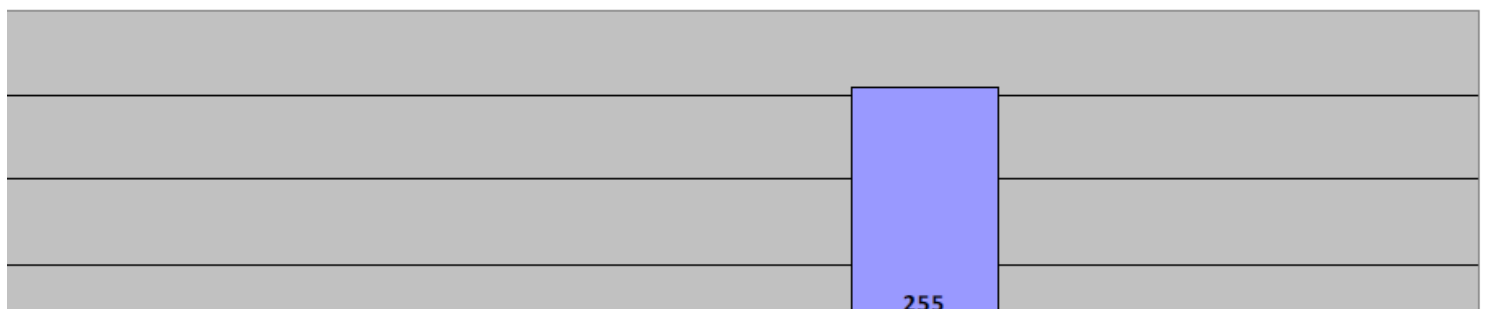
Travelers on the combined-use routes were categorized into the following categories:

- Category 1: Vehicles ranging from 0-8 feet in length. Roadway users in this category may include pedestrians, bicycles, motorcycles, and ATV/UTV.
- Category 2: Vehicles from 9-20 feet in length. Roadway users in this category may include automobiles including cars, SUV, and passenger pickup trucks.
- Category 3: Vehicles from 21-40 feet in length. Roadway users in this category may include large SUV, full size pickup trucks, full size pickup trucks pulling trailers, large dump trucks, and RV camper trailers.
- Category 4: Vehicles from 41-82 feet in length. Roadway users in this category may include large dump trucks, and semi-trucks pulling trailers.

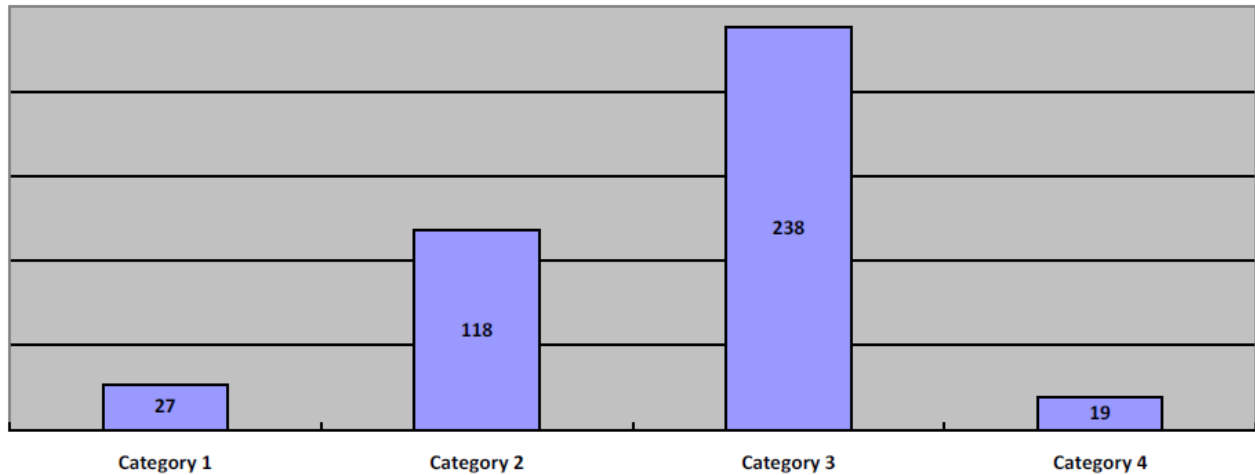
Lubken Canyon Road Category totals



Mazourka Canyon Rd Category totals



Poleta Road Category totals



Results summarized:

- Lubken Canyon Road recorded highest total volume of roadway users, followed by Mazourka Canyon Road and then by Poleta Road.
- Mazourka Canyon Road had the highest volume of roadway users in category 1 with roadway users ranging from 0-8 feet in length; Roadway users in this category may include pedestrians, bicycles, motorcycles, and ATV/UTV.
- Lubken Canyon Road had the highest volume of roadway users in category 2 with roadway users ranging from 9-20 feet in length; Vehicles in this category may include automobiles like cars, SUV and passenger pickup trucks.
- Mazourka Canyon Road had the highest volume of roadway users in category 3 with roadway users ranging from 21-40 feet in length; vehicles in this category may include large SUV, large passenger pickup trucks, large pickup trucks towing trailers, dump trucks and RV camper trailers.
- Mazourka Canyon also had the highest volume of roadway users in category 4 with roadway users ranging from 41-82 feet in length; vehicles in this category may include large dump trucks and semi-trucks pulling trailers.

December 29, 2017, Pleasant Valley Dam Road

Cars																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds
Total	0	0	101	0	0	0	0	0	0	0	0	0	103	0	0	0	0	0	0	0

Heavys																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3

ATV/UTV																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns	
Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

December 30, 2017, Pleasant Valley Dam Road

Cars																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds
Total	0	0	174	0	0	0	0	0	0	0	0	0	195	0	0	0	0	0	0	0

Heavys																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5

ATV/UTV																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

December 31, 2017, Pleasant Valley Dam Road

Cars																				
Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds	U Turns	Left Turns	Straight Through	Right Turns	Peds
Total	0	0	140	0	0	0	0	0	0	0	0	0	132	0	0	0	0	0	0	0

Heavys

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2

ATV/UTV

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns	
Total	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

December 15, 2017, Joe Smith & Silver Canyon Road

Cars

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0

Heavy Vehicles

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

ATV/UTV

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

December 16, 2017, Joe Smith & Silver Canyon Road

Cars

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike
Total	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	45	0	0

Heavy Vehicles

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0

ATV/UTV

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

December 17, 2017, Joe Smith & Silver Canyon Road

Cars

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bike
Total	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	50	0	0

Heavy Vehicles

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

ATV/UTV

Start Time	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes	U Turns	Left Turns	Straight Through	Right Turns	Bikes
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

September 2018 Traffic Counts

Bishop No. 9 Bir Road					
Date	Day of Week	Cars	Heavy Vehicles	Bicycles	ATV/UTVs
9/1/18	Friday	204	4	5	2
9/2/18	Saturday	369	0	7	0
9/3/18	Sunday	272	3	4	4
Total		845	7	16	6

Counts were completed with a Camera. Camera was placed adjacent to Barlow Road just south of Sunland. Counts total vehicles traveling in both directions.

October 2018 Traffic Counts

Bishop No. 5 Sunland Road And Warm Springs				
Date	Cars	Pedestrians	Bicycles	ATV/UTVs
10/5/18	7	0		0
10/6/18	18	0	1	0
10/7/18	16	0		0

Counts were completed with a Camera. Camera was placed adjacent to Sunland Road just south of solid waste (dump) parcel.

Exhibit I

Inyo County Board Order
December 12, 2023 Public Hearing

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 12th day of December 2023 an order was duly made and entered as follows:

*Public Works –
Adventure Trails
Pilot Project Update
and Public Hearing*

Deputy Public Works Director John Pinkney introduced the agenda item and summarized the responsibility of the County regarding the submittal of an evaluation report to Legislature for the Adventure Trails Pilot Project.

County Counsel Vallejo explained options for the submittal of added public comment then clarified the purpose of the hearing is to discuss the content of the report, not an action item regarding the County's formal position on the future of the pilot program.

Chairperson Roeser opened the public hearing at 1:08 p.m. to take public comment.

Public comment was received from Bill Mitchel, Ceal Klinger, Randy Short, Stacey Brown, Glenn Clark, Denise Waterbury, Susan Greenleaf, Steve White, Randy Gillespie, Margy Marshall, Marty Hornick, Doug Brown, Lynn Boulton, Scott Stoner, and Ileene Anderson.

The Chairperson closed the public hearing at 1:55 p.m.

Moved by Supervisor Kingsley and seconded by Supervisor Griffiths to approve the submittal of an evaluation report summarizing the pilot project pursuant to SB 402 with the addition of today's public comment to the Legislature, with no direction given to staff regarding a future agenda item. Motion carried unanimously.

Routing
CC Purchasing Personnel Auditor CAO Other: Public Works DATE: December 15, 2023

WITNESS my hand and the seal of said Board this 12th
Day of December, 2023



NATHAN GREENBERG
Clerk of the Board of Supervisors

By: _____



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • MATT KINGSLEY

NATE GREENBERG
COUNTY ADMINISTRATIVE OFFICER

DARCY ELLIS
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

December 12, 2023

Reference ID:
2023-4293

Public Hearing and Required SB 402 Report on Adventure Trails Pilot Project Public Works ACTION REQUIRED

ITEM SUBMITTED BY

Justine Kokx, Transportation Planner

ITEM PRESENTED BY

Michael Errante, Public Works Director

RECOMMENDED ACTION:

A) Conduct a public hearing to take public comment on the combined-use pilot project, also known as the Eastern Sierra Adventure Trails System Project; and B) Approve the submittal of an evaluation Report to the Legislature summarizing the pilot project pursuant to SB 402.

BACKGROUND / SUMMARY / JUSTIFICATION:

In January 2015, Inyo County approved the designation of seven combined-use routes to allow certain non-street legal vehicles to be able to drive on County roads to access goods and services and existing OHV recreation facilities. The seven routes that were opened for combined-use were designated per the Vehicle Code AB 628, and extended by SB 1345. SB 402 authorized the project to extend until January 1, 2025, unless extended a third time. Staff has prepared an evaluation report of the project pursuant to SB 402, which sets forth the requirements for the combined-use pilot program: Vehicle Code section 38026.1(f) requires that no later than January 1, 2024:

" [t]he County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

- (1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.
- (2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.
- (3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

FISCAL IMPACT:

Funding Source	General Fund / Non-General Fund / Grant Funded (list grant funding sources here)	Budget Unit	
Budgeted?	Yes / No	Object Code	
Recurrence	One-Time Expenditure / Ongoing Expenditure		

Current Fiscal Year Impact
Future Fiscal Year Impacts
Additional Information

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Approve the submittal of the Report to the Legislature, or advise staff to revise the letter.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

California Highway Patrol
California Department of Transportation
City of Los Angeles, Department of Water & Power
Bureau of Land Management, Bishop Field Office
Inyo County Sheriff
California State Legislature

ATTACHMENTS:

1. Draft Report to the Legislature 2024

APPROVALS:

Justine Kokx	Created/Initiated - 12/6/2023
Darcy Ellis	Approved - 12/6/2023
John Vallejo	Approved - 12/6/2023
Amy Shepherd	New -
Nate Greenberg	
Michael Errante	

Exhibit J

Description of Public Comments from December 12, 2023 Public Hearing

Exhibit J

Description of Public Comments made at a Public Hearing held on December 12, 2023, Inyo County Board of Supervisors Chambers, Independence, California

Bill Mitchell of Bishop - His comments apply to the routes in the Bishop area. He disagrees with the quote from the Assembly Transportation Committee meeting that was held in 2016, it claims that according to the rural county representatives of California, Inyo County has unique circumstances that warrant this pilot project because less than 2% of its 10,000 square miles is privately owned and many of its 18,000 residents use OHVs as a common mode of transportation. He doesn't dispute that Inyo county's economy relies on tourism, but he takes issue with the premise that ATV tourism is as high as implied. If you look at the report, there's a section on counts of numbers of vehicles of different types, you'll find that OHV use is extremely low. On these roads, it's more trucks, cars, and other types of vehicles. It's no way OHVs. Tourism comes from campers and leaf peepers and winter sports and all types of different activities. Got a lot of lot of tourist traffic for most types of recreation. One of the other problems that can occur is that there's often a conflict between the interests of people that like to camp hike and do that type of thing in the use of OHVs. My bottom line on this is that OHV tourism is rather miniscule. The economy of Inyo County, I think, is in real trouble, and it's been in trouble for years. I've made a list of the businesses in this county that have gone out of business. I count 40. Pursuing an effort like adventure trails by the by this county is a waste of the county's time and county's money. There's a different approach that needs to be made and that is to revitalize our downtown.

Ceal Klinger, resident of Bishop for 26 years - I'm here today to ask the board to do 3 things. First is to correct the report to acknowledge direct impacts to water quality, air quality, wildlife habitat in native plants. I sent the details on that to Supervisor Roeser. Thank you very much. Then second to either agendaize a hearing or to sunset the pilot program. And then third, if the county decides not to sunset the program to please analyze the cumulative impacts of the program. My husband and I, we bought a half lot in Starlight in 2,001. And when we did, we were asked by the county to complete a cumulative environmental impact report to anticipate any impacts to the Starlight water supply. And it took us about 6 years. We weren't at all connected to any big projects. It was just a simple lot, split, but there was a huge project that might have happened. Right next to us that was entirely disconnected from us. And so we completed that report and we did finally moved in and it took lots of money and lots of time and lots of emotion. But we did it because it was a good idea and because we know that the county is protecting us and protecting our water supply and air supply. But in 2017 we suddenly noticed a lot of new impacts to our home and the area surrounding our home and I followed the tracks all the way back down to route number 7, on Tungsten City Road, which is one of the routes in the project. And there were all these connected and directly related projects that were physically connected to that pilot project. The project was directly physically connected to other trails, miles long, that were also called the Adventure Trails Program. But we were told those were separate. We were told that the Cowboy signposts, which labeled all these areas as OHV areas instead of public lands were a separate project and had nothing to do with this project. We were told that even though the projects were connected on an OHV map, handed out by the Chamber of Commerce on route number 7, that that was an entirely

separate project and had nothing to do with any of the impacts. We were told that illegal impacts sprouting from that region from other regions were not connected. And I think that is a double standard and it's not really fair to ask your residents To think about cumulative impacts to things that affect all of us like air quality and water quality. And then to turn around and say that none of those are connected where the county is concerned. And to instead ask for an exemption, exemption. From the state. So I would ask the county if it chooses to go forth with this program to then analyze cumulative impacts and really honestly acknowledge that all of these things are connected. Thank you.

Randy Short, Bishop - Sorry, sleeping there for a minute. Randy Short and I have to say I agree with the first speaker that the impact of OHV. On tourism has been fairly minimal. I thought it would be from the very beginning. The difference is that when COVID hit All bets were off, the influx of OHV, and every kind of tourism. COVID significantly impacted all of us that use the outdoors and I suspect that's the great bulk of 18,000 people that live in our county. That being said, the adventure trails, I think, serves a purpose completely different than what Dick Knowles and others envisioned in the beginning. I think it really serves as a traffic management tool for the county. To manage what happens with OHV. I ride mine all the time. And I don't ride on any different road than a four-wheel drive truck. The only thing different is I think my impact. Is significantly smaller from a lightweight OHV. And when I say OHV, I'm not, I'm really talking side by side. A lot of time about motorcycle and other things. So, I think it's, I think it would be a shame to not have some of the weight of the state of California providing help to create OHV management and how and how people use OHVs because they're here. They're not going away and they're here forever, so we need to take care of that. That being said, I've had the opportunity, and I took the effort to meet with, I hate to use the divisive, I don't mean this divisively, you know, the other side. And when I say the other side, I was here when this program was approved. I was standing outside the chambers here when it was determined that there were too many people to discuss this here we had to move the venue across the street. And I kind of chuckled when I walked in because I saw a bunch of people wearing Carhartt and a bunch of people wearing Patagonia. Well, it was pretty clear who was who. And I've taken the effort to meet with some very good friends from the other side, the Patagonia side. And I found it to be very, very productive. And I did that just recently. I did it before with the president of Friends of Inyo. I did it just recently with another very good person. And I think we came away saying, you know, there is an opportunity for both sides. The Patagonia side and the Carhartt side to come together and I would certainly encourage that to happen. Thank you.

Stacy Brown long-term Starlite resident - And I wear my Patagonia while I ride my motorcycle. I think that the county has kind of the cart before the horse and here's why. And while I appreciate the effort of public works in the county to kind of meet this tight deadline because this stuff is due again in January. For the submission of the required SB 402. I believe that the approval and submission of the current draft to the state legislature before kind of a true public hearing is really prudent. The letter of the law of AB 628 and all the propagations after that landed at SB 402 requires the report from the county to include a description of the public comments received at a public hearing. By the county in regard to the evaluation of the pilot project. And I find it hard to justify kind of a passive collection of email from. From public works to the county, and then presenting it in this forum with a limitation on this, this is a real true public hearing. Maybe if it if it really addresses the concerns of the of the constituents and even

if the county interprets this forum today as kind of their public hearing, I doubt it's what the intent of AB 628 meets. The last time the county had to submit the report for SB 402 was in 2022 and if you remember was heavily mended 3 months later with CDFW, Great Basin and a fairly lengthy public comment document. And, regardless of you, whether you agree or disagree with the findings, I think it illustrates the need for really a kind of a true future public hearing where you hear public opinion kind of by us the constituents. So, I kind of believe that submitting the report before a true public hearing is how it doesn't really accurately reflect public sentiment. It's not really compliant with the spirit or really the letter of AB 628 and it really constitutes kind of the cart before the horse. If you haven't seen the public comment document that was attached to the 2022, I encourage you to take a look at it, and see how much. Discussion there is and how much concern there is and to kind of coalesce it into kind of a 3 min that a public hearing is, I think, doing this whole topic at disservice. So, I urge the supervisors to approve recommended action of conducting a public hearing. A true public hearing and really tabling the draft report until the hearing is completed. Thank you.

Glenn Clark - Good afternoon. I'd like to submit my encouragement for the Adventure trails to go through. It's like Randy. We would say, "What did we have before we had adventure trails, what was out there?" We didn't have anything that controlled anybody. And with adventure trails, it gave us some control. A big component is education. We need to teach these people how to better care for public lands. And what better way to do that? Through a program like this. I encourage this program to go through.

Denise Waterbury Eastern Sierra resident for 47 years - I recently retired from the University of California White Mountain Research Station. I've read the report and I found it to be very plausible. But it should not be used as a certification of legislation to extend the adventure trails pilot project. The legislation should be a separate affair that you all vote on later. In January of 2015 when the combined use routes were approved, I was really disappointed. And after another approval to continue with the AT project, I'm still a little bit disappointed. The combined use routes do not contain riders. Signage is really minimal, which leads to people riding almost anywhere they want to. And the Inyo County Sheriff and CHP have not been able to enforce this misuse. In the last year, I've witnessed a lot of unlicensed OHVs driving on Highway 168 in the area of manor market. Westward onto Red Hill Road or up to Ed Powers Road and Bye-bye. This isn't a combined use route. In 2019, the report to the legislature public works recommended that a sign reading, no OHVs be added to clearly mark roads outside the combined use routes. To date, that hasn't happened. Adventure Trails is supposed to be paying for signage. Are they? And is this expense being passed to all of us? Furthermore, OHV use on the routes that are not combined use routes is increasing due to lack of enforcement. In this latest report to the legislature, it states the sheriff has only heard complaints from the Shoshone area. My experience is trying to report to law enforcement on separate illegal occurrences is not gratifying. I've complained, called, and reported, reported to the point I no longer bother because it seems to fall on deaf ears. Either the dispatcher doesn't take me seriously or the county sheriff and CHP are unavailable, understaffed or can't be there in time to enforce anything. Item 14 B of the County's implementation procedure states. The Inyo County Sheriff's Department will maintain a file that includes any information regarding impact on traffic flows, safety, incursions into areas not designated for off-highway vehicle usage to the extent such

information is available. I realized that the sheriff can't always get there in time to enforce incursions. But why haven't any of my complaints when I've called the sheriff found their way into the folder. Did they just create this folder recently? Lack of enforcement is a problem and there's some other problems, but that's what I'm focusing on today. And I would like to recommend that the adventure trails project sunsets. Thank you.

Susan Greenleaf Bishop resident, South Barlow area - I've been following this AT program since its inception. I live near one of the combined use routes and like to hike bike and run on land accessed by these routes. One of the stated goals of the program is to quote, minimize impacts on county residents. In my neighborhood, that can't be said. I think there are 2 big issues. The cost of running the program, and the proliferation of illegal OHV travel on our streets and open land. To start with the costs, it's expensive to run inadequately as is currently the case, and would be very expensive to run well, i.e., Adequate signage. Enforcement, education, monitoring and restoration of proliferated routes. There is green sticker money involved, but also matching county funds. The cost of signage was supposed to be borne by the Adventure Trails Committee, but now it's fallen to the county out of expedience. Can all this possibly be worth the effort and expense? To provide a little convenience to a subset of one high impact user group. Especially when according to the report there are more bicycles on the routes than a few OHVs. Opening up these combined use routes has opened a can of worms due to confusion, Inadequate signage and disregard. Riders see other riders on regular streets with no consequence and think it's okay. I swear in my neighborhood there are more OHVs on the regular streets than on the nearby combined use route. This created an enforcement nightmare for the CHP. In conversation with a CHP officer. He said that they don't have the manpower or resources to do this. And it's extremely hard. He called the whole situation a free for all and was not happy about the impact on his personal neighborhood. There was kind of an odd disconnect in the report with the sheriff saying no problems. Though there are plenty of documented complaints of illegal use. And then CHP reporting those problems. But then supporting continuation, or expansion. The officer I spoke with thought the roads should be all or nothing for OHVs to remove the difficult and enforcement issue and confusion. Maybe that's what was meant, but I can't see that as a solution. OHVs can legally be up to a hundred times louder than a standard vehicle. If you appreciate peace and quiet in your backyard, widespread OHV presence is not a good thing. A BLM officer I spoke with expressed similar frustration with enforcement. He said in an email that quote, existing management is unable to stop route proliferation. He also mentioned that there are only 2 officers doing this work spread over hundreds of miles. Another impossible situation. All this can hardly be considered a success. Can the program possibly be said to minimize impacts on residents? Is it worth the cost and headaches? It's an experiment we tried that hasn't turned out to make enough sense. It's time to let it go. I'm glad it seems clearer now that approving the report is not the same as approving the program. Thank you.

Steve White Long time Bishop resident - I moved here for the vast open spaces and the mountains and the deserts and the rural quality of life and I have not been disappointed. I've been a small business owner for the 25 years I've been here operating in a woodshop where I have made fine furniture. And as a woodworker, I have been a major fan of Carhartt pants. In fact, I'm wearing them now. Nonetheless, my objections to the adventure trails pilot program are many and varied. Chief among them is what Bill

Mitchell alluded to the Adventure Trails program was sold to us. With the promise that it would provide an economic benefit in your county. I've read the recent county draft report to the state legislature. And I saw absolutely no mention of how The AT program has helped our economy. If it had brought tourist dollars to our area. I would think the proponents of this program would be quick to point it out. In addition to there being no evidence that it has brought any money to our businesses or to the county. The Adventure Trails program comes with costs. Signage, enforcement, damage, impacts to non-motorized recreationists. And costs to close and restore a newly formed illegal routes. In short, Adventure Trails has had 8 years to prove its worth, and since it hasn't happened yet, I ask you to drop the program. Meanwhile, other less impactful forms of tourism have brought big money to the east side. Just look at rock climbing. It has truly become a mecca this sport. And certainly, rock climbing has costs as well as benefits. But I would say that the costs are limited to concentrated in a few areas in the Valley. OHV riding on the other hand has the possibility of causing widespread degradation when not done respectfully and I know most people do it respectfully. Especially locals. But there is a big but. In closing, as a resident of Inno County, I'm not happy to see my tax dollars go to paying for the costs of implementing increased OHV tourism when we have so many other options. Thank you.

Randy Gillespie - I'm one of the proponents of the adventure trails from the beginning with Dick Knowles. The purpose of this was it was nothing more than an OHV transportation system to get people from campsites because we've been noticing people come up here with their OHVs camping. We want to get them to the OHV recreation areas which are nearby, it's nothing more than that. It's a transportation system. We had 38 routes that we proposed, and we only ended up with 7. Probably not enough to really show the benefits that this project could have. But here we are today. And we're getting down to the sunset. But it doesn't change anything. The people are here, the people are coming. We need to find a way to transport them to different places and put them in the places that we want them to and keep them out of the places that we don't want them. We have a lot of sensitive areas out there. I agree. We don't want to put those people in those sensitive areas. If we do nothing and let the sunset, which is fine, go ahead and let it sunset. A bigger problem arises. What do we do? What do we have? We had nothing before. We have something now. It needs to grow. It doesn't need to go away. That's my idea. I'd like to help you out with that. You did it before. And I think there's a lot of room for improvement. That's all I have to say. Thank you.

Margy Marshall Starlite resident - Thank you for this opportunity to comment. I got involved with this issue when the trails I hike in the Tungsten's started to be damaged by OHVs. And getting involved has been challenging because it's a surprisingly complex topic. And it was hard to find anyone at the county level to talk to about it. That's changed with supervisor Roeser who's been really responsive and I appreciate that. I think that this is the most thorough report public works has ever done. I certainly hope you'll approve the report and read it closely. Even past reports have made good recommendations. That haven't been followed through upon. Another thing I'll hope you'll each do is look at the report and look at the county's implementation procedures. And you'll notice that there's a pretty big gap. Especially when it comes to monitoring. With what's happened and what was supposed to happen. The original adventure trails plan had 5 restaurants, 2 gas stations, 4 motels and 3 RV parks within this system. It seemed like a really good workable plan. When the AT folks applied to open their 38 routes,

they quickly realized that changing the vehicle code was the easy part of this. The Forest Service shut down more than half the routes. CHP and the City of Bishop shut down half a dozen routes, even BLM shut down 3 routes. Adventure Trails was left with just 7 routes. No restaurants, no gas stations and only one motel and a couple of RV parks. I think even the OHV people can't be happy with how things have turned out. The traffic counts that are in the report pretty clearly show that not very many people are using the existing routes. There are a lot of OHVs on the road though. It's not uncommon for me to see OHVs on Highway 168. When I drive down the hill from Starlite and that's a pretty scary stretch of road. Almost no one lives along the 7 routes. So most of the people who are riding from home are breaking the law. And if people think they can get away with that where there're 4 law enforcement agencies cruising the streets. Then why would they think they need to do the right thing when they get onto the public lands? This is my ending. What we've been doing is working and we've been trying for 8 years. Not a single one of the 4 goals that the county set out for this program has been realized. And I think it's time to cut our losses. And start over with a collaborative process. And come up with a functional program. Thank you.

Marty Hornick - I retired from the US Forest Service 5 or so years ago. It's been great. No, I'm not going back. I did an awful lot of work with the Forest Trail program and OHV planning and management for a lot of years. I've reviewed the report and I feel it meets the standards required under the vehicle code. So, I wouldn't contest its submittal to the state. However, I don't believe that approving this report in any way implies approval of the Adventure Trails pilot. And so I'm really glad to see that there is another agenda item to, you know, agendize a future hearing to determine whether or not the county should put efforts into extending the program. Thank you for that. Respectfully one area that the report truly didn't seem adequate is in the monitoring plan. It doesn't appear to really have been a plan nor to monitor very much. And it seems to have been kind of an afterthought with inconsistent photos that are not very helpful and a trail user counting system that's random and poorly designed and executed. In fact, the report states that the traffic counts have been abandoned for years due to ambiguity. Despite this, the report does show proliferation and expansion of routes, since the AT program began. One of the stated goals of the program was to, quote, improve natural resource protection. And in my view, that hasn't happened. To the contrary, is shown the report. There have been repeated reports of increased damage. Along the approved routes as well as just generally on BLM, DWP and forest lands, even though there's no AT routes on the forest lands. The Tungsten City and Bir Road areas are prime examples of this. Is the damage and off route proliferation, is that directly attributable to the AT system? I think it's impossible to directly correlate that. But I think it's clear that the riders, whether they're locals or beckoned from outside of the area, feel emboldened to ride wherever they want. And on the rare chance that they get an encounter with a law enforcement officer, it's pretty easy to state that there's confusion about the adventure trail system. My experience is that at least 95% of the OHP riders are responsible, want to follow the law, if and when they understand it. And the remaining few percent with these extremely powerful and capable machines can cause a lot of damage to mule deer, wildlife, native plants, cultural resources, soils, water, and even just production of dust. Encouraging more users in the area for this only increases the chance that people could unintentionally or intentionally cause further damage. The report shows that there are collateral resource impacts and effects on non-motorized recreationists. It doesn't show much in the way of benefit economically or otherwise. So, I'd encourage each of you on the board

to rethink the Adventure Trails Program. It's been a worthwhile experiment. But based on this report I think it's time to let it expire. Thank you.

Doug Brown – Business owner, Bishop - I'm in business in Inyo County, and I have to disagree with most of the people they said that there was no economic benefit to Inyo County. We have 2 campgrounds in Inyo County that have routes that go into it and probably 30% of our business that the county benefits from comes from the OHV users. Okay, and they do use these routes. They use them prolifically. And I think probably the biggest problem with the adventure trail system is that the environmental group shut down all of those routes. The 38 that were proposed, if we had had that, Inyo County would have benefited exponentially, okay? And, and that's the problem is that they were shut down to start with and there isn't anywhere for anybody to get gas right now. They have to cheat to get gas. But everybody's breaking the laws, it seems like that's just an everyday occurrence anymore. I just think that the county what you guys should do instead of pushing to extend this program, you ought to push to make it a permanent program. And there's other counties in the state that are watching what's going on with this this program. Mono County is one especially and they wanted in to implement a thing. Dick, when we started this program, he, he said, no, you guys wait until we get our feet on the ground, and we'll go too. We have a campground in Mono County. And at least 30% of the customers there are OHV. Okay? And they, and, and they cheat. They ride right out of the campground. Go right down the road. Highway patrol stops them sometimes. Sometimes they don't. Most of the time they just say, hey, just hit the first dirt road you come to and get out of here. And, and, and that's kind of how it is. But you know, there's, everybody breaks the law. I go drive out on South Round Valley Road, there's 40 bicycles. Taking up the whole road and that's nobody writes them a ticket so what's the deal? I just think that everybody ought to get along and I think that this is a good program. You ought to keep it going forward. But the County does benefit from this monetarily. Thank you.

Lynn Boulton - I'm the chair of the Range of Light group, which is Sierra Club that covers Inyo and Mono Counties. The Sierra Club has opposed the Adventure Trails project from the beginning because it increased OHV recreation results and increased negative impacts to public lands and wildlife and there isn't an effective way to stop bad behavior. The environmental impact report for this program back in 2014 avoided analyzing the impacts beyond the shoulder of the roads and the County was sued. Ownership transfer of the Death Valley Road to the county also avoided looking at the impacts to public lands and to Death Valley National Park. And I'd like this to be noted in the report to the legislature. I question the wisdom of the CHP asking that the program be expanded because it's too much of a headache or impossible to catch OHVs traveling on non-designated roads, and that implies that all roads should be open to OHVs to solve the problem. I agree that it is impossible to catch OHV violations on the streets and towns or those ride through the brush on public lands. But rather than open up all the streets to OHVs to make enforcement easier, I would conclude that the program should be allowed to sunset. So that's kind of a weird statement in the report. Think it would be better if that statement in the report was changed. The report doesn't, but should include the number of observed abuses, how many verbal warnings were given, the number of tickets. Enforcement officers issued over the past year and year today to show the effectiveness or ineffectiveness of the enforcement. And there is a better chance of catching people when they're trailered. Officers could wait for them at the parking area. But

the report should include any crashes injuries or violations from 2015 to now not just this past year. I think that would be an important piece of information. I suspect the reason there are so few incidents or complaints reported by the public is because it isn't clear who to report violations to. The Sheriff, CHP or County. And like this CHP, the public isn't clear on which streets OHVs are allowed on. I suspect the public doesn't know how to submit comments through the AB628 @InyoCounty.us email. This should be noted in the report. Email established to collect comments about the program was established and set up in 2015 and is buried 4 screens deep at the bottom of the transportation commission webpage. There are very few people who remember that there even was an email set up and we questioned if anyone ever read those emails. I didn't. I didn't know where to comment a couple of years back when I started. The 90 comments you did receive are significant. That's a significant number of complaints, especially concerning how many or how few people know the correct process for reporting them. So, the report should also include the county's efforts to educate the public on what is good OHV behavior. What the county has done to inform the public on how to report abuses. I think that should be added to the report. I hope these updates are added and that the text of the report is changed not just having the public comments added as an appendix at the end. Thank you.

Scott Stoner - Hello, first I'd like to thank the Board of Supervisors for allowing me to speak today. My name is Scott Stoner and I would like to voice my support to continue the pilot project adventure trails, and to continue to evolve the program as needed. Our small towns do benefit from the extra businesses throughout the Eastern, from the extra business throughout the Eastern Sierra. One trip to a gas station outside of the restrictive area of Bishop and one can see the impact. We'll never be able to stop legal OHV use. But at least what the pilot program in place, our local businesses are able to profit from this already existing population of users. I personally use an OHV to travel to the store to get my supplies from time to time. I've once even responded to a fire call, well, out on my OHV and was grateful that I could ride it from the trail to the Big Pine fire station without having to load a trailer first. If there was one thing, I was going to change about this program, I would say it's to add the quote unquote illegal routes to the mapping that are being added out of necessity for use. And that's all I have today. Thank you.

Ileene Anderson - Good afternoon board members. My name is Ileene Anderson and I'm a senior scientist with the Center for Biological Diversity. We were skeptical of the adventure trails from the get-go. But it is useful that the experiment has moved forward. It appears from this report and prior ones, and this public meeting that the experiment has failed. Incomplete monitoring, inadequate law enforcement, impacted neighbors, neighborhoods. And sensitive resources. Low user use, route proliferation. These are all problematic. None of the goals have been achieved of what the adventure trail set out to do. Therefore, we support the suggested public comment additions to that report, and that you seriously consider the benefits and drawbacks of the adventure trails program. We support sunsetting the program. Thanks very much for your time today.

Randy Gillespie - So anyways, this could be really, really simple. Okay. Just let the Adventure Trails go away. It doesn't solve the problem, but it just goes away. Solves that problem. Because the adventure

trails are only 7 routes. It'll never grow. But it sure needs to grow for it to work. Properly. Okay. Under the condition it is right now, it will never grow. We're maintaining 7 routes and that doesn't work. There's no connection. The whole system was to be connected. So, one of the problems or one of the things that can solve this issue is just wait until these side-by-sides have a license plate from the dealership. So, a person is going to buy it just like a dirt bike with a license plate. Now we have dirt bikes with license plates running all over the place. Dual sport. The side-by-side business is going in that direction. Solves all the issues. There won't be a single road out here that isn't legal for side by sides. When that happens, the issue goes away once their licenses are dual. So instead of dealing with, I already know it with legislation that we had to go through to do this wasn't easy and to re-up and redo it again. It's not going to happen. No way. Just. Just doesn't work, especially when we're on the heels of the manufacturers bringing these things out. It's already happening in many, many, many states. A lot of states already recognize these. Side-by-sides as license plateable. Dual sport type vehicles. Just because California doesn't. It happens in a lot of other places. But it's coming, so. So, we may not even have to worry about it. Let the thing sunset and We'll have to deal with the problems as they come. I mean, it, that's a reality. We wanted 38 routes. All 38 routes didn't go through. We didn't get the connection. We ended up settling with 7. And because we can't go any further with more routes or try to bring others because of you know, lawsuits and whatnot. Well, here we are. We're not going to get anything resolved this way, so, okay. That's where I'm at.